Houston SX: Who else but Jeremy?

CYCLE NEWS®

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Georgia GNCC

High-voltage Watts shocks 'em again

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TIME DATED WEEKLY NEWS

Roger Edmondson vs. AMA: Nothing but the truth!

Alessio Chiodi (Hus) won the opening round of the FIM World Championship 125cc MX Series at the French Grand Prix in Vemeuil Sur Avre, France, on March 14. Chiodi, the defending champ, won both motos en route to the overall win, followed by Great Britain's **Carl Nunn** (Yam) and Italy's **Claudio Federici** (Yam). Turning some heads in France was American **Jeff Dement** (Hon), who rode to a second-place finish in the second moto. Fellow American **Mike Brown** (Hon) rode to a seventh-place finish in the second moto. Neither Dement nor Brown earned points in the first moto.

Ty Davis (Yam) scored the overall win at the second round of the AMA National Hare & Hound Championship Series at Red Mountain, California, on March 14. Finishing second was **Brian Brown** (Kaw), followed by **Dan Richardson** (Kaw), **Shane Esposito** (Kaw) and **Russ Pearson** (KTM).

After four days of testing at the Sepang circuit in Malaysia, March 11-14, Repsol Honda's **Tadayuki Okada** emerged with the fastest 500cc Grand Prix times as the teams prepare for the opening round of the series at Sepang on April 18. Okada lapped at 2:05.598 on the third of four days and took the final day off. Second fastest was the Marlboro Yamaha of **Max Biaggi**, who lapped at 2:06.410 on the final day. Then came Suzuki's **Kenny Roberts Jr.** (2:06.510), Marlboro Yamaha's **Carlos Checa** (2:06.615), Kanemoto Honda's **John Kocinski** (2:06.691) and five-time World Champion **Mick Doohan** (2:06.879). "I'm really happy now," Biaggi said. "We found the right direction when we tested at Mugello two weeks ago. We've made another big step forward here, and I know I can go faster again when we make some more adjustments. The good thing is, we've got a good base chassis set up for the bike, and that's very important. Also, we're getting excellent endurance from the tires, and I know some of the other factories are having a harder time in this heat." Naturally, Roberts was happy with his times - and happy to be ahead of Doohan. Roberts was the early leader on the time sheet. "I ran two consecutive laps in the 2:06 bracket, and it was an easy pace," Roberts said after the second day. "I could go half a second quicker if I needed to. I knew I could beat Mick (Doohan) today. I also know that he didn't get to be five-time World Champion by coming second a lot. All the same, it feels pretty good to know that our bike can still be fastest when he's there. But I wasn't trying to race him. This is testing, and we're trying to improve and develop the Suzuki for the racing season."

And the president says... FIM president **Frencesco Zerbi** commented on the four-strokes-for-Grand Prix proposal during a presentation of the 1999 World Superbike Championship in Rome last week. "At present, the only certainty I have on this issue is that I have many doubts," Zerbi said. "Every change must be carefully evaluated and must be made to the benefit of the motorcycle-racing world as a whole. This is why I encourage and welcome contributions from all people involved in our environment, in order to make the right and best decision. In my opinion, there is room for both four-stroke GPs and four-stroke superbikes, but the two series must be kept separate since each of them has different characteristics: four-stroke GP machinery must remain prototypes, whereas the superbikes (category) must maintain its winning formula as a production-based category." When asked about a possible amalgamation of the two series, Zerbi said: "I see no benefit to any party currently involved in the separate championships if there were to be an amalgamation. The result of their adding up would be (less than) the result coming from their current separate status. In my position, I must bear in mind all aspects of the motorcycle world and work to ensure growth and progress to all different categories."

The new **"Arrow Grid"** won't be used in World Superbike this year after all, according to *Cycle News* contributor Paolo Gozzi. A meeting was held in Misano, Italy, on March 9 between several top World Superbike riders and SBK International president Maurizio Flammini and Claude Danis of the FIM. All the riders were against the proposed new starting grid (one rider on the front row, two on the second, three on the third and four on the remaining rows). "In this way, all riders starting from row five and more would arrive at the first corner faster than the riders starting from rows one through four," Aprilia's Peter Goddard said. "It wouldn't be safe, and the grid would be divided in two parts: factory riders in the front and privateers in the rear. Our position is clear and strong. We already have a strange qualifying system in World Superbike with Superpole." "We respect the riders' opinions," said Daniele Audetto of SBK International. "Arrow Grid was introduced from an idea supplied to us from the factory teams last October. This wasn't our idea, but in any case we think the Arrow Grid could be a great way to give more visibility to riders, bikes and sponsors on the grid from TV and all media. But the riders' opinions, for us, are the most important of all. Probably, the FIM will decide to test the Arrow Grid in a support championship, and if this test is okay, then maybe we can think about it for the 2000 championship."

KTM's **Nick Pearson** is recuperating at home in Las Vegas, Nevada, after suffering a broken wrist, a separated shoulder and a severe cut to his leg when he crashed during the team race at the Prairie Dogs Grand Prix at Glen Helen Raceway in San Bernardino, California, on March 6. "I was in fourth gear, making time in the back section of the course, when I hit a rock," Pearson said. It is not yet known when Pearson will be able to return to racing. Kawasaki Team Green's **Dave Ondas** was also injured at the same race. He will also be out of action for an indefinite period of time.

Eddie Mulder and **Gene Romero** are once again teaming up to promote a **Vintage Dirt Track Series**. So far, the series will consist of five rounds, beginning with a TT on April 10 and a half mile on April 11 at the Willow Springs dirt track in Rosamond, California. For more information, call 661/268-0105.

Rumors circulating on Friday, March 12, that **Scott Russell** had been fired from the Harley-Davidson racing team in the wake of the altercation that prevented him from competing in the Daytona 200 are completely false, according to Harley-Davidson race-team spokesman Art Gompper. "Not true," Gompper told *Cycle News* on March 12 when asked if Russell had been terminated. "Scott had surgery yesterday, and we spoke to him today. The surgery was successful, and he has booked his flight for Phoenix. He will be back racing at Phoenix." After Russell's bar fight, there was some fear that the five-time Daytona 200 winner may have suffered a detached retina, but Gompper put those rumors to rest as well. "There was some concern that if he did race at Daytona, then that could have caused a problem because of the vibration, but there was no damage to the eye," Gompper said. "The surgery was to remove some bone fragments in his face." According to Gompper, Russell has remained apologetic to the team about the incident. "His words to us were, 'I'm sorry. I was in the wrong place at the wrong time. I did not provoke anything,'" Gompper said.

Lancaster RV Rentals is offering motorhome rental packages for the AMA Superbike National weekend at Willow Springs Raceway in Rosamond, California, April 16-18. The weekend rates start at under $400 and include a motorhome and trackside parking throughout the weekend for both racers and spectators. For more information, call 800/925-4478.

Suomy Helmets, the brand worn by the likes of Troy Corser, Scott Russell, Aaron Slight and Rick Johnson, are now available in the United States, according to a press release from Suomy. The Italian helmets are being distributed exclusively in North America by Modern World Ventures. For more information, call 800/436-4248.

Former Central Motorcycle Roadracing Association (CMRA) official **Joe Avant** died on March 10 in Dallas, Texas. Avant worked for CMRA from 1989 to 1994 in several positions, including president, vice president and track controller. Avant is survived by his daughter, Sara Avant-Stanley, and his two sons, Seth and Sander.

A **SuperTT Rider Clinic** will be held on April 2 at the Streets of Willow Springs in Rosamond, California. SuperTT founder Don Canet will cover the basics of motorcycle setup for the combination pavement/dirt form of racing and will also give a demonstration of tire grooving. In addition, former motocross National Champion Chuck Sun will give dirt-specific instruction, including proper jump technique. The clinic will cost $50 and will run from 1 to 5 p.m. Open practice will also be held on April 2. For more information, call 949/768-4626.

Speaking of **SuperTT**, an event will be held for the first time at Mesa Marin Speedway in Bakersfield, California, on April 17. The race will be run under the lights on Saturday night and will incorporate the race track's half mile banked, paved oval for a portion of the layout.

The first-ever IMS 24 Hours of Glen

Bill Boyce, 1923-1999

Bill Boyce (right), an AMA official for more than five decades and a respected friend of motorcycling, died on March 9 at the age of 76.

"Bill Boyce has been a mentor, a leader and a friend to all of us in professional racing," said Merrill Vanderslice, AMA director of professional racing, in a press release issued by the AMA. "History will record his contributions to the sport. Motorcycling has lost one of its best friends."

Boyce's love of motorcycling started when he was a youngster growing up in Daytona, Ohio. After returning from duty with the U.S Navy in the South Pacific during World War II, Boyce began a professional racing career on a variety of machines, including Harley-Davidsons and Nortons, often with his trademark cigar clenched between his teeth. He was recalled by the military for service in Korea, then took up racing again upon his return home.

After retiring from competition in the late '50s, Boyce remained active in the Dayton Motorcycle Club while working for several motorcycle dealers. He also volunteered his time to help run both professional and amateur racing for the AMA. He rose through the ranks of AMA officials and served as a national referee before joining the AMA staff as a full-time employee in 1971.

Throughout the rapid growth of motorcycle racing in the '70s and '80s, Boyce helped foster professional competition in a variety of positions within the AMA, including a stint as director of professional competition. Through it all, he never missed a chance to attend a race and lend a hand to racers and officials alike.

He was elected to the FIM, where he served for more than 20 years and made hundreds of friends for the AMA and motorcycling in many countries. In his later years of FIM service, Boyce focused his efforts on speedway racing. When he retired from the international organization in late 1996, delegates from more than 60 nations named him an honorary member of the FIM's track racing commission, a title awarded to only three other individuals in the FIM's 90-year history.

Boyce retired from his full-time position at the AMA in 1990 but continued as a part-time consultant for AMA pro racing until the day he died. Boyce oversaw the speedway and professional hillclimb programs in recent years, yet spent many weekends riding his street bike to any and all local races.

Boyce received the AMA's Professional Sportsman of the Year Award in 1993 for his tireless efforts in promoting racing. In 1996, he received the AMA's highest honor, the Dud Perkins Award, for his lifelong service to motorcycling. In making that presentation, AMA president Ed Youngblood said, "Few people involved in pro racing during the past 50 years have gone untouched by the positive influence Bill Boyce has had on the sport and on the AMA."

Boyce is survived by his wife of many years, Ann; his grandson, Tommy; and many other relatives and friends.

Memorial services were held for Boyce in Westerville, Ohio, on March 13. Expressions of sympathy can be sent to the family in care of the AMA, 13515 Yarmouth Drive, Pickerington, OH 43147.

Helen will be held at Glen Helen Raceway in San Bernardino, California, September 10-11, and will feature a Pro purse of $10,000. Pro teams will consist of four-man teams with one bike, while the Amateur portion will feature six-man teams with two bikes. The course will be 10 miles long and the race will run from 12 p.m. on Saturday to 12 p.m. on Sunday. For more information, call 909/880-3090.

According to an **AMA Pro Competition Bulletin** released on February 18, road race rules 2 (c) and (d) have changed to read as follows: 2 c - For timed qualifying events in superbike and classes requiring a Pro Expert license, a rider's best lap time must be within 112 percent of the fastest qualifying rider's best lap time in order to prequalify for one of the available grid positions in the final; 2 d - Riders in the top 10 in points in a particular class, currently or at the end of the previous season, and past class champions, will be permitted a total of one provisional start per season in that class.

A **Hodaka Homecoming** will be held on May 23 in Corvalis, Oregon, featuring many of the original employees, engineers and minds behind the Hodaka brand of motorcycles. The homecoming, which will run in conjunction with the Oregon Vintage Motorcycle Club event, will also feature a swap meet and bike show. For more information, contact Strictly Hodaka at 401/364-3427.

The inaugural **Eastern Fire and Police Motocross Nationals** will take place at Broken Spokes Raceway in New Philadelphia, Ohio, June 14-15. Over 20 classes will be represented and the event is open to firefighters, police officers and emergency-medical-services personnel. The event will benefit the Make-A-Wish Foundation and the burn unit of Children's Hospital Medical Center of Akron, Ohio. For more information, call 330/733-6896.

Sad but true dept.: Razing began on the **Santa Fe Speedway** in Willow Springs, Illinois, on March 4, with the famous race place being demolished to make way for a $70 million upscale housing development.

Off-road racer **Justin Bryant** broke both legs and a collarbone during a desert race in Yerington, Nevada, on February 28. Bryant has had his legs pinned and is currently recovering at his home in Nevada. Contributions to help pay Bryant's medical bills can be sent to the Justin Bryant Special Account, #6804727899, Wells Fargo Bank, 1542 Highway 395, Gardnerville, NV 89410.

The **Moto Guzzi Corporation**, a subsidiary of Trident Rowan Group Inc., has completed its merger with North Atlantic Acquisition Corporation, and the company will trade under the symbol GUZI, effective March 5. The deal provides an initial $8.9 million in cash equity and the possibility of up to $15 million more from the exercise of warrants, representing a major step in the growth of Moto Guzzi.

AMA Pro Thunder road racer **James Lickwar** had his spare leathers stolen from the team trailer during the Pro Thunder race at Daytona International Speedway on March 7. He is offering a reward for the return of his leathers. For more information, call 415/863-0967.

Former World Speedway Champion **Billy Hamill** will make his comeback from his broken back on March 20 at the 1999 Coors Light Spring Classic at Costa Mesa Speedway in Costa Mesa, California. For more information on the Spring Classic, call 949/492-9933.

Speedvision is gearing up for its coverage of the 1999 road racing season. The network will offer live coverage of the AMA Superbike Series, beginning on March 21 with the Phoenix round. In addition, Speedvision will air same-day coverage of both the World Superbike and World Championship Grand Prix Series. Those who aren't fortunate enough to get Speedvision can call 888/22SPEED to request that the network be added to their local cable system.

According to a press release issued by Motorsports Entertainment Group, the **Albuquerque Arenacross**, scheduled for March 19-21 in Albuquerque, New Mexico, is a nonsanctioned event. For more information, call 602/833-1886.

Groundbreaking will begin on March 30 for **Polaris Industries'** new 130,000-square-foot building in Medina, Minnesota. The new building is scheduled to be completed during the first quarter of 2000 at an estimated cost of $17 million.

Nicholas Scott Sampsell, 2, the son of Scott Sampsell, a former District 6 motocross champion, and his wife, Kathy, died on February 19 from injuries sustained in an accident. The Sampsells have established a memorial fund in Nicholas' name. For more information, Sampsell can be e-mailed at ssampsell@pcslink.net.

According to a press release from the Women's Motocross League, **American Suzuki** will provide full scholarships to the 1999 WML Elite Rider Training Boot Camps for women riders who purchase a 1999 RM. For more information, call 970/587-5770.

Ken Maely's **Hot Shoe Manor** track in Corona, California, which had been closed for reconstruction, is now open. According to Maely, the new track has been built on top of the original track and there are now eight more acres available for parking. For more information, call 909/277-8989.

MOVED: The Creative Works, to 151 Kalmus Dr., Suite E120, Costa Mesa, CA 92626, 714/546-2088, (fax) 714/546-2087.

BORN: Mariah Elisabeth DeHoop, to motocrosser Todd DeHoop and his wife, Robyn, in Hudsonville, Michigan, on March 10.

RESCHEDULED: The scheduled SuperTT for Buttonwillow Raceway in Buttonwillow, California, on June 20 has been moved to May 23. For more information, call 949/768-4626.

OPENED: YSR Connection's home page on the World Wide Web. The site can be found at the following address: http://www.YSR50.com.

OPENED: AMCRA's home page on the World Wide Web. The site can be found at the following address: http://www.procycle-hdd.com/amcra/

OPENED: The Boise Ridge Riders' home page on the World Wide Web. The site can be found at the following address: http://www.off-road.com/~brr/

OPENED: The Oakdale Motocross Club's home page on the World Wide Web. The site can be found at the following address: http://www.oakdale.ican.net.au.

HIRED: John Siebler, as national sales manager for Lem, TM and Vertemati motorcycles, by Motoman Distributing. Siebler was formerly the western regional sales manager for ATK. For more information, call 909/608-0082.

AUTOGRAPH SIGNING: At St. Louis Power Sports in Valley Park, Missouri, on March 26 from 6 to 7 p.m. Team Suzuki's Robbie Reynard, Larry Ward and Greg Albertyn and the Primal Impulse team are scheduled to appear. For more information, call 314/225-5600.

NAMED: Chet DuBois, as off-road test editor for Twistgrip magazine, effective immediately.

AUTOGRAPH SIGNING: At The Edge in Nashville, Illinois, on March 26 from 7 to 8 p.m. Team Kawasaki's Ricky Carmichael, Jeff Emig and Damon Huffman and Team SplitFire's Nick Wey and Shae Bentley are scheduled to appear. For more information, call 618/327-9879.

ANNOUNCED: A marketing agreement between the MotoWorld Network and the Microsoft Corporation that will include cross-promotion of the MotoWorld Network and Microsoft brands.

OPENED: TM Motorcycles' home page on the World Wide Web. The site can be found at the following address: http://www.tmcompetition.com.

HIRED: Danny Stephenson, as an on-air personality for Moto Radio. Moto Radio will be producing live FM radio broadcasts of the 1999 AMA Mazda Trucks National Motocross Series.

AUTOGRAPH SIGNING: At Dave Mungenast Motorsports on March 26 from 6:30 to 7:30 p.m. Team Honda's Ezra Lusk, Kevin Windham, Mickael Pichon, Sebastian Tortelli and Mike LaRocco are scheduled to appear. For more information, call 314/894-1330.

HIRED: Tim Carrithers, as senior copywriter of Vreeke & Associates, effective immediately. Carrithers is a former senior editor of Motorcyclist magazine. For more information, call 818/879-2003.

BORN: Twin daughters, Julianne and Kaitlyn, to NETRA treasurer and long-time enduro racer Kevin Howley and his wife, Jennifer, on March 2 in Massachusetts.

FORMED: Cameron Coatney Public Relations, by former *Cycle News* and MXracer associate editor Cameron Coatney. For more information, call 714/903-8843.

MOVED: Steve Johnson Racing, to 3760 Mountain View Lane, Birmingham, AL 35223. CN

Corser quick in Misano

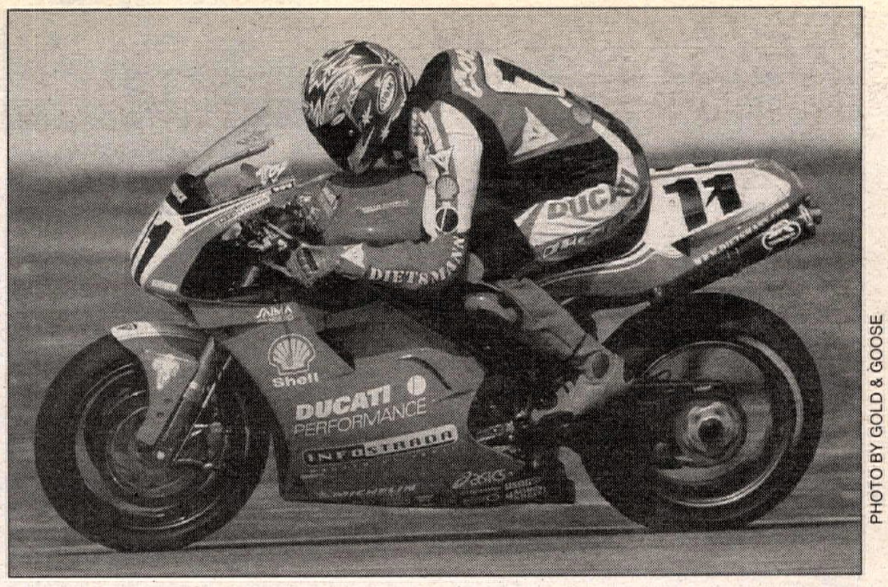

PHOTO BY GOLD & GOOSE

With just two weeks remaining before the start of the World Superbike Championship, Australian Troy Corser and his Ducati teammate, defending World Champion Carl Fogarty, showed that they are more than ready to begin the season after an impressive test in Misano, Italy, March 9-11.

Corser led the time sheets, breaking the Misano record with a lap of 1:32.94 - under Akira Yanagawa's lap record of 1:33.494 set during qualifying for last year's race. Fogarty, meanwhile, circulated at a best of 1:33.61.

Both riders tested the bikes they will ride in the South African series opener on March 28, complete with new Ohlins suspension.

"We have two different solutions for the fork - 42 and 46mm - and both are good," Corser said. "I don't know if I will use one or the other. I'll probably make different choices at different tracks."

In South Africa and Australia, the factory Ducatis will use the '98 engines with three injection points in each cylinder and a long injection inlet. Later in the season, Corser and Fogarty will get the evolution motor with two injection points and a short inlet. They believe this configuration will be better at the slower circuits, such as Albacete in Spain.

Although the Castrol Honda team wasn't on hand for the Misano test, the factory Yamahas, Aprilias and Suzukis were there - along with a host of privateer Ducati riders, including Doriano Romboni.

Romboni ended up fifth fastest, behind the two factory riders and the two British Superbike Championship riders, Neil Hodgson and Troy Bayliss. It was Romboni's first-ever test on a superbike and he was impressive, lapping at 1:34.20.

"I was out for 10 months due to a right-hand fracture at the GP of Malaysia," Romboni said. "I found very soon a good feeling with the Ducati. This superbike is incredible. The engine is very powerful, like a 500cc GP engine, and the bike is smooth to ride. You can take a corner with the wrong gear and you can exit fast anyway. With a 500cc GP bike, you have just 1000 rev range; with Ducati it is totally different. I never tested a four-stroke before - I just have my big Harley for at home on the street. I'm really happy. I know that I will be able to be satisfied with very good results in World Superbike."

Although he has closed the gap slightly, Noriyuki Haga still ended up over 1.5 seconds slower than Corser on the factory Yamaha R-7. The team is hoping to get new parts for the bike from Japan prior to the season opener.

"The R-7 program started with a delay," team manager David Brivio said. "We know that we will have powerful engines in early summer. We are okay with chassis and suspension - we just need more horsepower. We know we have the best rider in the field and we are fully confident."

Suzuki is also a work in progress at the moment, with the team testing a new rear-suspension linkage and evolution engines at Misano. Pier-Francesco Chili led the team with a lap of 1:34.35.

"I must improve my feelings with everything - bike, tires, a four-cylinder engine," Chili said. "I need a lot more horsepower, but we aren't so far from the top. I'm confident, because I see a lot of motivation in the Suzuki men and I think I have the top team in the World Superbike scene. All the Alstare staff push very hard to help me."

Aprilia had a new version of its V-twin at Misano, with more top speed and acceleration than the package used at the previous tests. Peter Goddard lapped at 1:34.90 prior to crashing on the second day, then turned in a 1:35.38 with race tires on the third day.

In Supersport action, Ducati's Paolo Casoli crashed three times en route to breaking the Supersport lap record at Misano.

Paolo Gozzi

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Voices

LETTERS TO THE EDITOR

The Squirrel

I would like to express my gratitude for the article you did on TT legend Eddie Mulder (Issue #9, March 10). I was touched by how you depicted his career, from the desert days in Lancaster, California, to the infamous Ascot TT. He was instrumental to me and to what I believed TT racing in the '60s and '70s should be. He was also that to most of my friends who raced TT in District 38. Not a day went by that Eddie's name didn't surface in conversations relating to sliding our Hodakas and Bultacos around tracks similar to the ones he dominated.

I'll never forget the weekend Eddie came to town. He was accompanied by most of his pals from the Los Angeles area to our small track east of El Cajon - a place called Dehesa. Our closest competition to him and his pals were Calvin Rayborn, Travis Penton and Myron Carter - all of whom rode Triumph 650s. After the initial start (two rows), Eddie came down the short straightaway, perhaps a quarter-mile long, in back of Skip Van Leeuwen, and was going so fast where others would have started thinking about slowing down for the corner. Eddie, however, stayed on it. The result: He overshot the corner by a mile, went through a small wire fence and into the pit area. All the local riders, including myself, stood there in disbelief. Then, lo and behold, Eddie emerged from a cloud of dust - unhurt. That's what I remember about Eddie. By the way, Van Leeuwen won the Open Expert class that day.

Timmy Leque
timmiel@inmate.com

God and racing

I am writing in response to the letter written by Mr. Rod Perez ("Voices," Issue #9, March 10), regarding God and racing.

I do agree that as a professional racer, the result of winning races is the goal of any team, much the same as personal production in the workplace. I'm sure the decisions to remove someone from a team or any job because of poor results from their efforts is necessary and a sad fact of life, no matter how you make your living.

I feel Mr. Perez is trying to limit God's ability when he said in his opening remark, "God or a person's religious beliefs have no effect or place in the sport of motorcycle racing." I believe it is sad that God has been removed from many things we enjoy, but in times of crisis He is the first person that we call upon. I admire any person who has the courage to publicly thank God, or creator, for blessings - whether they are on the winner's podium or in the workplace. If a person is a good role model and a Christian, he or she is the true winner.

Mike Taylor
Elizabethton, TN

The Roberts

Here are some thoughts for Frank Derryberry to consider while he complains about the comments of Kenny Roberts and Kenny Roberts Jr. regarding superbike racing.

Since the switch to four-stroke from two-stroke racing as the engine of choice in AMA pro racing, America has really had no one who has seriously challenged for the 500cc World Championship. Our most successful GP riders, with the exception of Eddie Lawson, had extensive two-stroke experience at the AMA level, under the old regime of the '70s and early '80s.

Secondly, ad hominem remarks such as "Get a life" with regards to Roberts Jr. are simply indicative of someone who is extremely immature: say, of about an eighth-grade schoolyard mentality and certainly not from a person possessing any maturity, and such remarks tag Derryberry as likely too young to even understand what he is talking about. Roberts Jr. is a Grand Prix rider, and that is something that Derryberry will never be. As to Roberts Sr.'s retirement: Why? He has done more for the state of GP road racing in the form of three World Championships and the development of Eddie Lawson and Wayne Rainey (resulting in seven 500cc World Championships), and apparently it is still rewarding for him.

As for the comments about the Modenas as being "silly motorcycles," I'd love to see you ride one, Derryberry - if you could pay for the damages. How many motorcycles have you developed, Frank? Where are they and when do they race?

Innovators such as Kenny Roberts are much needed even if they don't live up to your benchmark of success. By the way, Frank, have you ever developed more than a cold?

Phil Topps
philt@warwick.net

Sticking with AHRMA

I want to express my wholehearted agreement with AHRMA on excluding Team Obsolete and its employees and racers from AHRMA events. I don't know of any business, including mine, which would do business with a customer who infringed on their trademarks.

Besides that, Team Obsolete and their "manager," Rob Iannucci, have no place in AHRMA. Mr. Iannucci apparently doesn't even know how to race motorcycles, since I have never seen him on the track. AHRMA is not for "professional" race teams with managers, but for people who want to have fun, not watch the posturing of various members. Thanks, Jeff Smith and the AHRMA trustees, for trying to keep AHRMA an organization for fun.

Dr. Virgil Elings
Santa Barbara, CA

The Russell file

We finally get a chance to actually do something with the "American Motorcycle" and now this. Scott Russell has been steadily improving and his test times have been near the top at recent outings. Everyone is buzzing with anticipation as "Mr. Daytona" prepares for the Daytona 200.

Of course, ESPN didn't have details of the incident, so we can only hope someone else was dumber than Russell. He better have been defending the honor of all the virgins in the world, or I'm gonna quit wearing my Harley jacket.

Most people younger than I (40-something) may not know that Scott Russell's win last year made Yamaha the winningest motorcycle at Daytona with, you guessed it, Harley ranking number two. I grew up on a Harley in the Midwest dirt tracks and am a diehard Harley fan - check the Buell S1 in my garage. I was cheering for Chris Carr in his valiant attempt to pilot the VR1000 to respectability and was sad to see him leave road racing, yet thrilled to see him back winning on a Harley in the dirt. I was hopeful when Pascal Picotte jumped aboard, and I was absolutely beside myself when Russell decided he was the man to put Harley back on the podium.

Clearly, Mr. Russell never saw the movie "Bull Durham," in which Kevin Costner (a.k.a. Crash Davis) tells his up-and-coming superstar pitcher to never throw a punch at a drunk guy in a bar fight with his pitching hand. This can easily be interpreted for moronic motorcycle racers as, "If you have to go to a bar, shut the hell up and don't throw a punch with your chin."

The whole episode gives a new use for duct tape: Slap some on your big mouth, Mr. Russell, and win something

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ON THE FRONT COVER

Australian Shane Watts won his second straight Grand National Cross Country event, this one being held in Georgia. Photo by Geoff Meyer.

for Harley this year before they decide road racing will never again be competitive for the orange and black.

Bill Lepior
blepior@cognex.com

The Russell File II

While Scott Russell is obviously one of the best riders ever, his recent behavior is truly embarrassing. Imagine the time, money and work Harley-Davidson invested in this year's Daytona, only to have their star rider sitting at home.

What's even worse is that in recent interviews, Russell claims signing with Harley was about a fresh challenge - not money. This coming from a rider who spells his name "Ru$$ell" on the back of his leathers. How stupid does he think we are?

Sandy Callas
Deerfield, IL

Time to change

Enough is enough. Scott Russell's injury and subsequent absence from the 200 is just the last in a long history of problems which are pointing to the overdue separation of Daytona Bike Week from the Freaks' Spring Picnic.

When I started attending in the late '50s, the whole focus was on the racing. By the late '70s, the Freak Picnic had pretty much taken over and the only reason to go down to the beach area was Roxy Rockwood's radio show at the Hawaiian. Interest in the racing is now almost undetectable among the bikers at Speed Week, and there are many more speed-tweekers at the beach than there are engine-tweakers at the track.

Most importantly, attendance at the Speedway has been steadily declining over the years because so many racing fans are no longer willing to put up with the hassle of the crowds and chaos downtown. Since the Freaks' Spring Picnic is now a more firmly entrenched American happening than even Sturgis, nothing other than moving the dates of the race week to later in the spring, or perhaps even in the fall, will return the focus to racing and the throngs of racing fans back to the Speedway.

Don Draper
Dana Point, CA

A gala of champions

I just got home from my first Daytona excursion in over 10 years and had the best experience ever.

While the guys at the *Cycle News* tent gave me the latest copy, signed me up for a one-year renewal and gave me the 1998 500cc GP review video, what really made the trip so great was actually meeting numerous World Champions, shaking their hands, getting autographs, and just shooting the breeze with Kenny Roberts, Eddie Lawson, Wayne Rainey, Randy Mamola, along with Don Emde, Bob Hannah and Doug Chandler. And those are to name just a few. I figured with Yamaha's announcement of their "Weekend of Champions" autograph session that the lines would be out to the parking lot. But John Schiavone nailed it in one of your past issues when he wrote on his perspective of the lack of spectator involvement. Where was everyone? Now, I'm not trying to be a hypocrite. I used to live below Daytona and attended every race I could, but moving 800 miles away and starting a family kind of puts the kibosh on any Bike Week (until now), but when I walked through the line at the Yamaha tent to meet past champions in less than 20 minutes on both Saturday and Sunday, I knew something was up.

Those who didn't attend missed a great opportunity to visit the greats, see the R1 Yamaha repli-racers of Wayne Rainey's Marlboro bike (which Lawson rode in an opening ceremony) and Kenny Roberts' black-and-yellow bike of yore (which Randy Mamola thoroughly thrashed in great showmanship in the same opening ceremony), the Muzzy-stoked 1999 ZXR-1100 Lawson replica, the incredible Y2K bike and hundreds of other great exhibits - along with a heck of a close race.

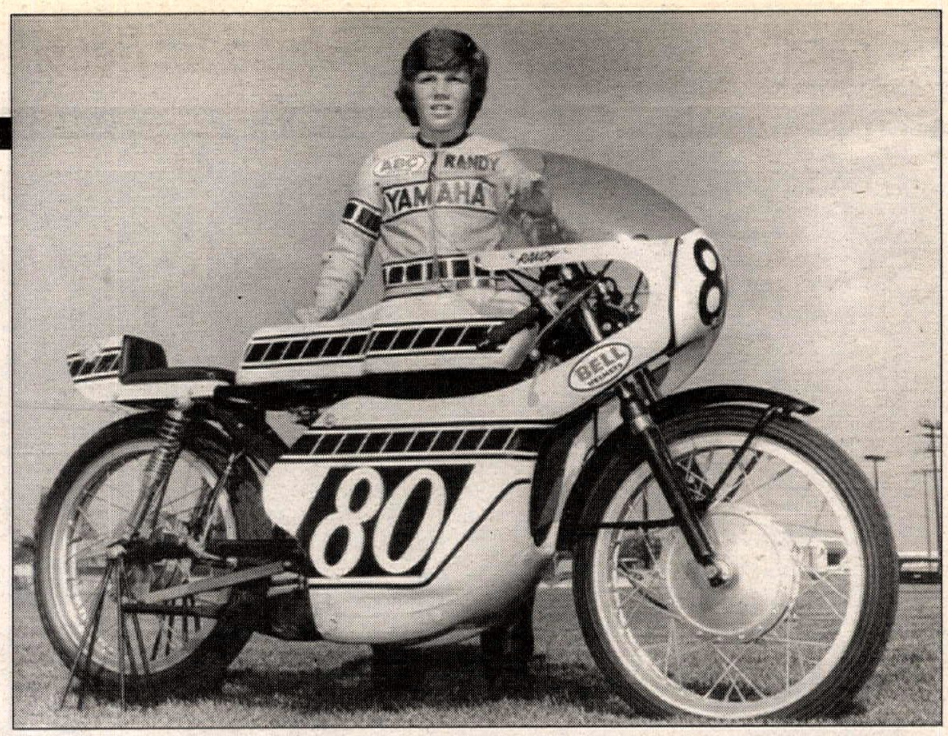
Okay, so maybe all of the Harley folks didn't show up because they beat up their own rider, Scott Russell, in a fight bad enough to cause him to "no show." But if half the people visiting for Bike Week had gone to the race, the crowd would have been massive. John is right: "It sure would be nice to have more fans in the grandstand."

I'll be back to support the event again next year.

Mark Peoples
Chattanooga, TN

Bill Boyce

Motorcycling lost a friend and ambassador last week as Bill Boyce, former head of AMA pro racing, passed away. Always ready with a smile and a pat on the back for competitor and spectator alike, "Cap'n Billy" was a true gentleman and motoring enthusiast.



A very young Randy Mamola. Mamola was one of several former racers who Yamaha brought to Daytona for a celebration of champions.

I will always remember him for his love of the sport and the unique phrases he invented in the course of doing business. He will be missed by anyone who had the pleasure of meeting him.

Jim Bensberg
Colorado Springs, CO

Bill Boyce died on March 9. See "In The Wind" for more information... Editor

The Mouth

Question to Larry Huffman: Do the two supercross races you have announced since 1989 include those you didn't attend?

Sadly, the man of "five" clichés still doesn't get it - no one cares who the announcer is. The stars are on the stadium floor, not in the announcing booth. Maybe Mickey Thompson was telling you something - or is he just blackballing you, from the hereafter?

Fear not, Larry, your intrusive, condescending, "slick as a mayonnaise sandwich," P.T. Barnum act might still be fresh - at a state fair cow-chip-throwing contest or at the two-headed calf exhibit. They'll pay the two and a half cents. After all, you'll supply the megaphone and the cheap suit.

Howard Jacobs
White Plains, NY

Sweep apologies

I would like to begin this letter with a sincere apology to Jeff Meek ("Voices," Issue #10, March 17) and any other racers who found our sweep riders offensive. It was not our intention to hinder your race progress. In fact, the reason for the number of sweep riders we used during the course of the race is to minimize response time to riders in need of assistance. With the safety of the participants in mind, we were successful in reducing the number of injuries by over 50 percent. This was due to the new course configuration, sweep riders and radio personnel.

It is very difficult for a small club such as the Prairie Dogs to put on an event of this magnitude. With almost 1300 participants, we are sure to have some unfortunate incidents. We do, however, take your concerns seriously and will look to do a better job next year. I would also like to take this opportunity to thank Mr. Meek and all the other participants for racing in the 1999 Prairie Dogs Grand Prix. Also, thanks to all the Prairie Dogs and UEA club members, Lori Yarnell and the Glen Helen staff, and countless others. Without you, we couldn't have put on this race.

Ray Powers
Riverside, CA

Powers is the president of the Prairie Dogs Motorcycle Club... Editor

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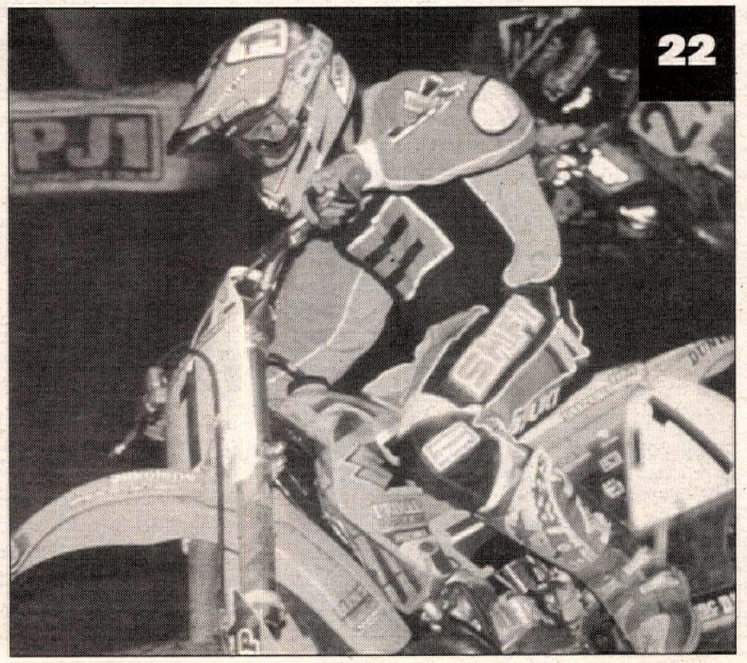
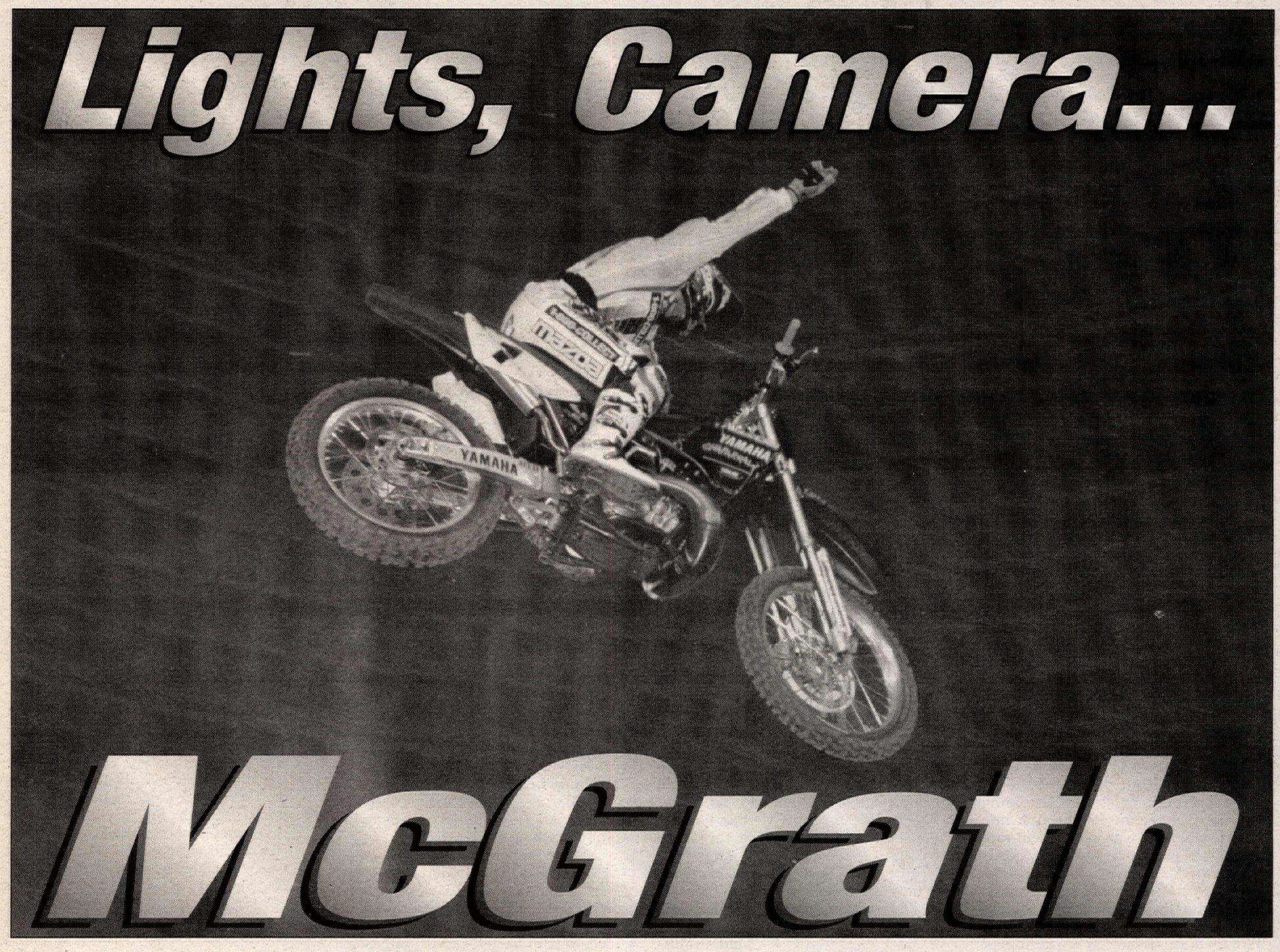


Round 10: Houston Astrodome

TOYOTA TRUCKS THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES

Lights, Camera... McGrath



Under the lights of the Houston Astrodome, Jeremy McGrath raced to his fourth win of the series by chasing down the early race leader, Team Honda's Kevin Windham.

By Matt Freeman
Photos by Chris Deutschen

HOUSTON, TX, MAR. 13

With the possible exception of the upcoming Las Vegas Supercross finale on May 1, the just-completed 10th round of the AMA Supercross series at the Houston Astrodome just might have been the most important stop of the 16-race series.

To begin with, the event was scheduled to be televised on ABC's "Wide World of Sports" for next-day coverage. Airing directly after ABC's coverage of NASCAR action from Atlanta Motor Speedway, the hour-long supercross special was set to concentrate on the 250cc main event, in which the Mazda/Chaparral/Yamaha-backed Jeremy McGrath - pretty much to no one's surprise - prevailed. The win marked McGrath's second success in as many weeks and his fourth in the series.

Second, and just as important as the win itself, was the fact that McGrath's stellar finish gave him a significant boost of 42 points over second-place point holder Mike LaRocco, who finished sixth on the night. McGrath's 216 points have set the standard in front of LaRocco's 174 and have him well on his way to a sixth supercross championship.

"It was fairly easy," said McGrath, who did, in fact, make the win look easy, as he reeled in and passed Honda's Kevin Windham for the victory. "Kevin and I had a good race. He was riding really fast, and I just tried to stay close, because he was hauling ass. Then I just put the pressure on him about midrace or so and went around him."

Windham, who may have started out the season slow but who is now arguably the second-fastest man on the circuit, proved at Houston that he is, without doubt, a force to be reckoned with in the 250cc class. With two wins under his belt this season, Windham got out front in the main and held the lead for nine laps before succumbing to McGrath.

"Second is nothing to be up upset about," Windham said. "I'm totally happy with the results. I just know, deep in my heart, that I could've rode better, and that is the only thing that bothers me. Consistency is what gets you to the top. That is McGrath's role. He hasn't won that many races, (but) more than anyone else - four (wins) now, but that is not a lot in the grand scheme of things. I've won two, so if I just would've started out consistent, then I would've been right there with him - in the ballpark at least. Now it's just kind of a walk-away."

The Houston event also marked the second round of the Vans/Mountain Dew/G-Shock Triple Crown of Supercross. Team Honda's Ezra Lusk won the first Triple Crown event at Anaheim II, and, had he won at Houston and the next Triple Crown race in Indianapolis, Lusk would have been $250,000 richer. But it was not to be. Missing out on the chance to win a quarter of a million dollars, however, did not seem to faze Lusk at all. Still, the top finisher in the Triple Crown events is guaranteed $25,000, and Lusk now sits second in line behind McGrath for the prize money (McGrath finished second at Anaheim II). The check will be cut in Indianapolis, and the odds that either McGrath or Lusk will be endorsing it are high.

"Obviously, I didn't get a great start," said Lusk, who was knocked unconscious in a crash the previous week at Daytona Motor Speedway. "I was just trying to be a little conservative in the beginning. I had a really bad last couple of weeks. I wanted to be strong and consistent and I wanted to be there and just kind of get comfortable being up front again. I'm happy with the way everything turned out. I have no clue where I am in points, but it's the least of my worries right now."

After 10 rounds, Lusk is fourth in the series standings, some 65 points behind McGrath. Teammate Windham sits in third with 166, 15 ahead of Lusk.

Posting his best finish in the series thus far was Team Kawasaki rider Damon Huffman. Huffman got a less-than-a-full-luster start and worked his way through the pack to claim a lonely fourth - lonely, because by the time Huffman took fourth place away from Team Suzuki's Greg Albertyn, the lead trio of McGrath, Windham and Lusk were long gone. Also, the fact that Huffman's was the only factory-backed Kawasaki in the main event made him even lonelier. In the first practice session, Huffman's teammate Ricky Carmichael crashed, injuring his foot. In the second practice, another Kawasaki rider hit the Texas soil; this time it was Jeff Emig. Emig was carried off the track with injuries to both of his ankles. It was later decided that neither Carmichael nor Emig would ride, leaving Huffman to carry the team's torch.

"Well, it was all up to me," Huffman said. "It was tough. It was a weird day. Ricky hurt his foot, Jeff hurt his foot. If there was going to be a third practice, I wasn't going to ride - I'd probably hurt my foot, too. I really liked the race track. It was really good. The dirt was perfect. Fourth is my best finish of the year. I'm pretty pumped about that. I worked my way up. I passed a lot of good guys and rode strong to the end."

Team Suzuki's Greg Albertyn stayed a consistent fifth in the main event, dropping to sixth at one point behind teammate Larry Ward. Both RM pilots battled back and forth for 20 laps until Factory Connection/Jack in the Box/Honda-backed Mike LaRocco split

the duo to finish sixth, leaving Ward back in seventh.

Tim Ferry rode very strong once again, finishing as top privateer and garnering eighth ahead of Mazda/Chaparral/Yamaha's Steve Lamson, who rode well all night until crashes in his heat and in the main slowed him down.

Beginning with Team Honda's Mickael Pichon, who finished 10th, there finished a sea of Hondas in the overall results. Sebastien Tortelli, Heath Voss, Jean-Sebastien Roy and Mike Craig finished 11th through 14th, with Craig's placing no doubt the most impressive. This was Craig's first race since breaking his femur last year.

"My leg is pretty good, but I was kind of using my good leg to take all the weight," said Planet Honda/Pro Grip/FMF-backed Craig. "The second lap in the first practice today, I cased the triple and pulled my ankle in my good leg. My bad leg is the right one, and then I jammed my left ankle. I've been out for eight months, so in the main event, I struggled. My legs just gave out. It just beat me up. This whole weekend it's been gnarly. I went through it, I made it and I'm happy."

Insane Terrain Racing's Ryan Terlecki won the last-chance qualifier to get into the main event, where he finished 15th, ahead of Plano Honda's Grayson Goodman and Kawasaki-mounted Doug Stone. Brian Stone competed in both the 250cc and 125cc classes aboard his arsenal of KXs. He qualified for the 250cc premier, where he finished 18th. Moto XXX's Phil Lawrence took his Suzuki to 19th, ahead of Billy Binckley's Yamahas.

HEATS

The starting line for the first heat looked more like a Honda benefit race, as Lusk, Windham, Craig and LaRocco led the pack into the narrow first turn. The first non-red bike belonged to Albertyn, as he followed the pack closely. As the field began to spread out, Windham used his long legs to power past leader Lusk in a long section of whoops. And that was the last anyone saw of Windham until the main event.

"The heat race went awesome," Windham said. "Yogi (Lusk) was a little sore this weekend. He hung in there good, but I got the lead and Honda went one-two, so that was good."

Lusk chased Windham, as Craig, LaRocco, Albertyn and Voss all battled for the final two transfer spots. LaRocco wasted little time in disposing of Craig's third-place position. Then, by the third lap, it appeared as though the hard-charging LaRocco had a chance at second.

"I made a mistake in the second corner and Windham and Lusk kind of got away," LaRocco said. "I caught Lusk a little bit."

LaRocco settled for third, behind Lusk. Craig looked to have fourth in the bag, but, while trying to make a stand on lap five, he let Albertyn and Voss by him and was relegated to the semis.

"I wasn't doing one section in the middle, which, if I would've done it, I would've qualified out of the first heat," Craig said. "I wasn't jumping this three-three thing, and they were killing me on it - probably three seconds a lap."

Albertyn finished off the race in fourth, behind LaRocco, and went back to the pits to get ready for the main. Fifth-place finisher Voss, however, along with Craig, headed back to the semis.

The second heat belonged to McGrath from the get-go. The defending supercross champ grabbed the holeshot, with teammate Lamson, Ward, Pichon, Huffman, Tortelli and the rest of the pack in tow.

In the first three laps of the eight-lap race, Ward and Pichon pressured second-placed Lamson, as Huffman and Tortelli argued back and forth over fifth place. It was not long before they would all move up a spot when Lamson bailed.

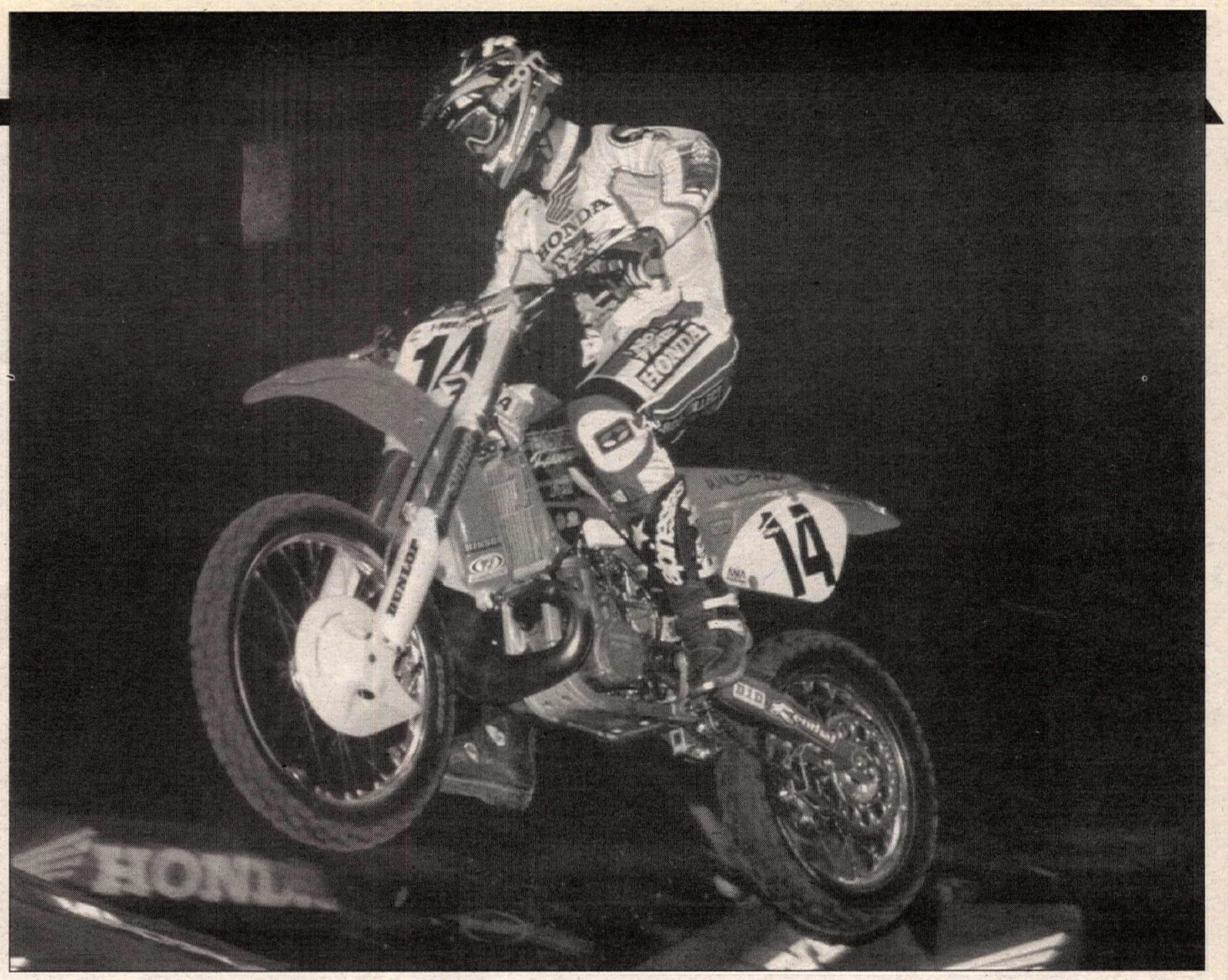
"I was second in the start, but about halfway through, I threw it away," said Lamson, who picked the bike up and got going again in seventh, behind Ferry. "In that rhythm section, when you triple-triple, I kind of got a little bit to the right and I clipped the top of the third one on the second set. I threw it away pretty good, but luckily I felt fine and kept going."

With Lamson on the ground and Ward beginning to slow down, Pichon moved up to second place, where he would eventually finish. Meanwhile, everyone - including Huffman, Tortelli, Ferry and Lamson - got around Ward, who faded back to seventh.

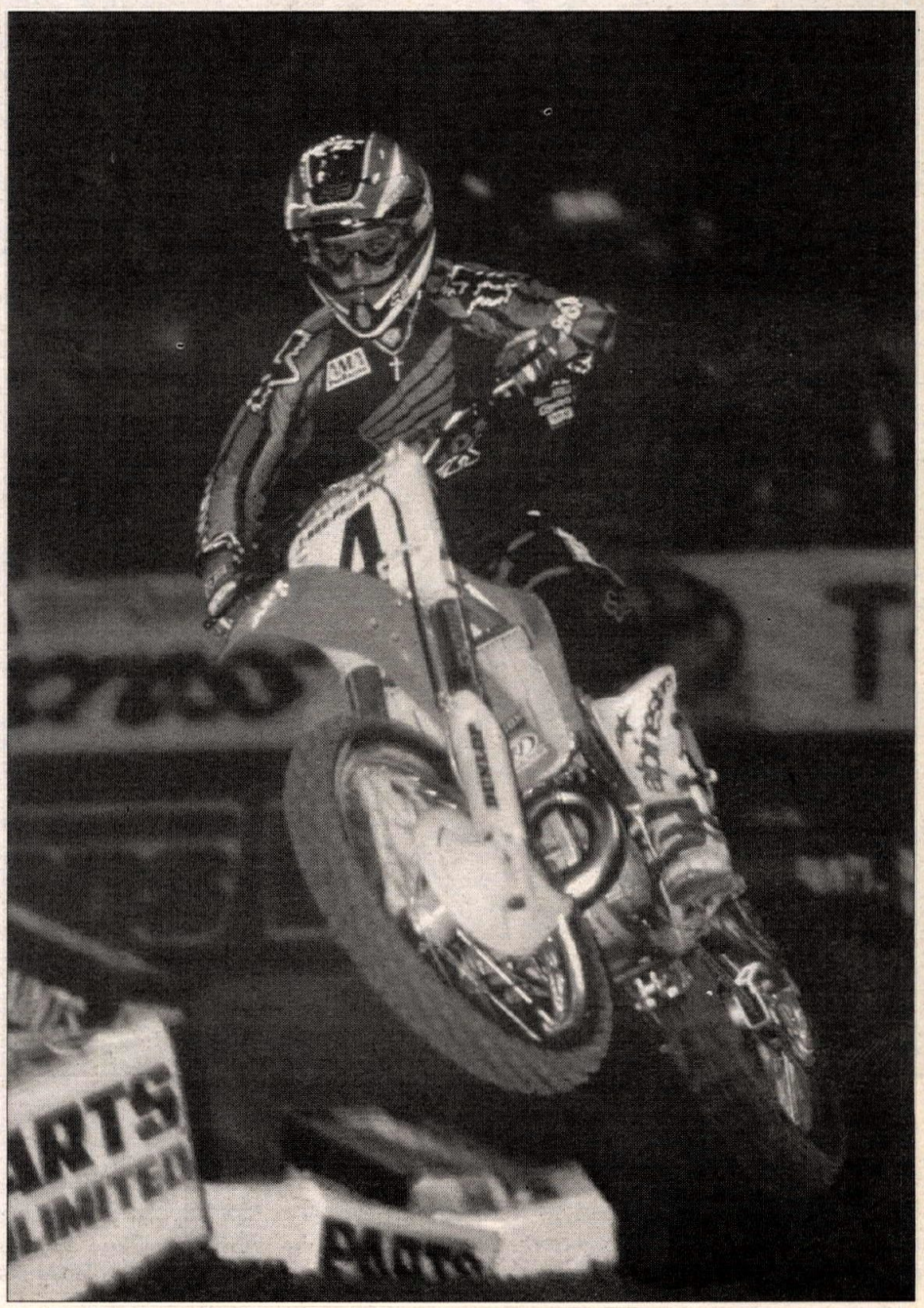
With only two laps remaining, Huffman fought off Tortelli for third, but by the white-flag lap, Tortelli was more interested in holding off fifth-placed Ferry in order to secure himself a spot in the main. He did just that and finished fourth behind McGrath, Pichon and Huffman. Ferry, Lamson and Ward went back to the pits to prepare for the semis, from which the top five finishers transfer to the main event.

SEMIS

Voss grabbed the holeshot in the first semi, but it was the tired legs of Craig that led the charge through the first lap. Opting for a different line in the whoops a lap later, Voss passed Craig back and led for one lap. Unwilling to give up, Craig chased Voss and pulled alongside him in the same whoop section that had slowed him down the previous lap. In a turn that saw many aggressive passes throughout the night, Craig cut to the inside of Voss, executed a brake-slide and moved back into the lead. Voss was forced to back off to avoid hitting



(Above) Kevin Windham led for nine laps before falling victim to McGrath.
(Below) With the weight of the Triple Crown series on his shoulders Ezra Lusk returned to racing after a horrible crash in Daytona and posted strong results, placing third in the main event.



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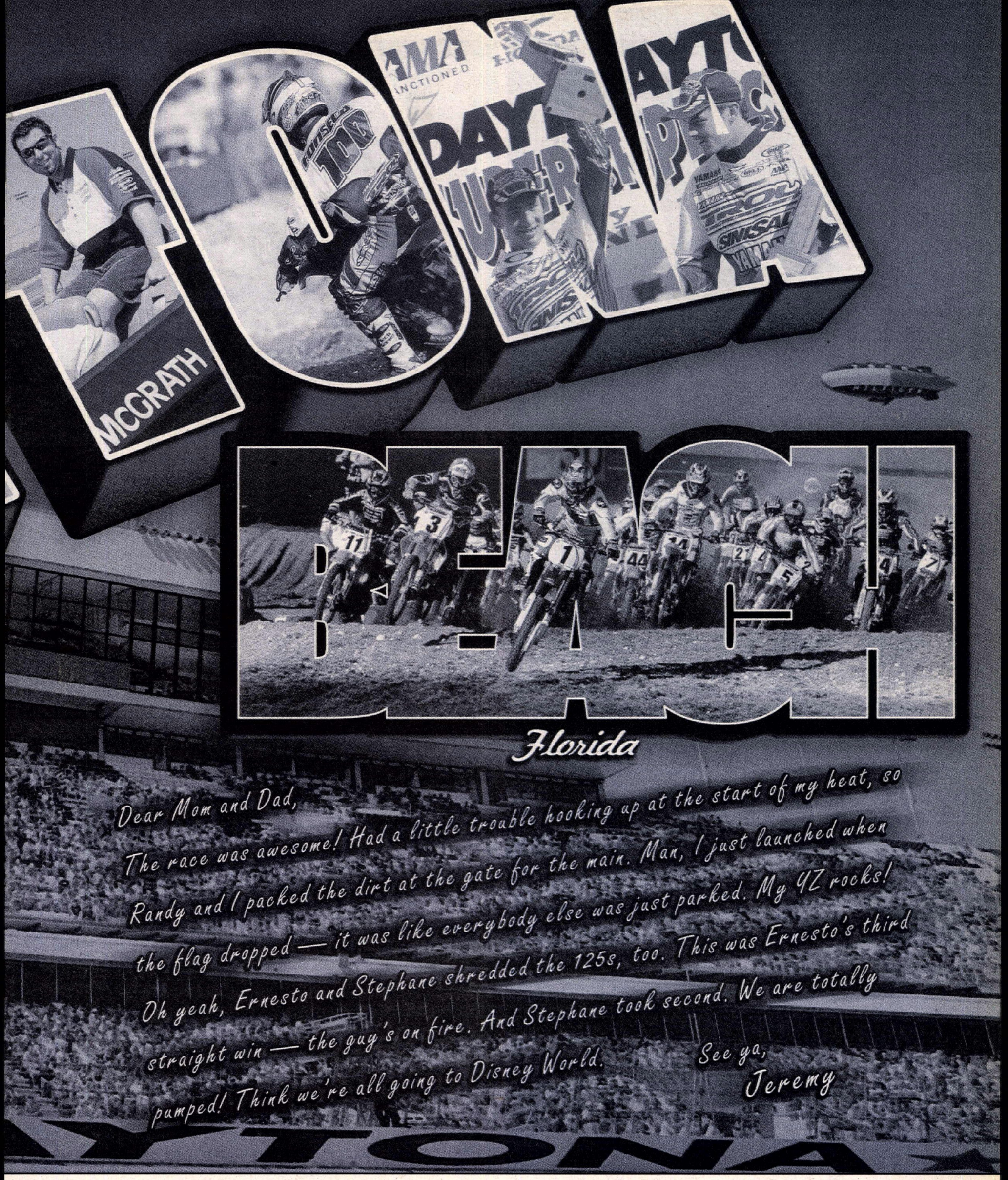


CHAPARRAL
YAMAHA TROY
YAMAHA

Round 10: Houston Astrodome

TOYOTA TRUCKS THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES

Damon Huffman obviously did not let the pressure of being the lone Team Kawasaki rider in the main event get to him. He worked his way from a seventh-place start to finish fourth, his best finish this year.

Craig's pivoting motorcycle but still went down, though no contact was made. Voss' fall allowed Lawrence to move into second and Binckley to move into third.

"It was not intentional," said Craig of the pass that left Voss on the ground. "The whole thing is, the track has a lot of right-hand turns, and that is the side that I broke my femur on, so every right corner, I don't take my foot off the peg. It's always on the peg, so I went up and slid my back end around it. If he were to fall on me, I would have fallen, too, because I had no leg."

Craig and Lawrence went on to finish one-two. Voss got up in fourth and captured third from Binckley but could not move past the final podium position. Binckley and Doug Stone claimed fourth and fifth, reserving their spots on the gate for the main.

After getting the holeshot in the second semi, Jean-Sebastien Roy gave way to Lamson and Ward. Elsewhere, Texan Grayson Goodman, Ryan Terlecki and Dustin Nelson slid in and out of each other's roost while racing for fourth for most of the opening laps.

Lamson eventually pulled clear of Ward and rode on to victory.

"The semi was good," Lamson said of his fairly uneventful trip to the main. "I had good lap times. Jeremy and me were running 58s (lap times) in the heat, and then in the semi I was running 58s the whole time, too. I had a pretty good pace, but I still shouldn't have been there (in the semi). I shouldn't have crashed in the heat."

Elsewhere, after a bad start, Ferry was supplying plenty of action as he closed in on fifth-placed rider Terlecki. The anticipated late-race dogfight, however, never materialized, as Terlecki got out of shape and crashed.

At the finish, it was Lamson, Ward, Roy, Goodman and a lucky Ferry all going to the main.

LAST-CHANCE QUALIFIER

Much to the delight of the crowd, Texan Brad Woolsey took his Kawasaki of Carrollton-backed KX to the front of the pack during the LCQ. Terlecki recovered after crashing in his semi and made Woolsey's lead a short-lived one, as he passed for the lead in the whoops on lap two and went on to win.

Woolsey held second until the white-flag lap, when he crashed, handing Brian Stone the final transfer spot.

MAIN

The Bridgestone front tire of McGrath's Yamaha was the first thing to leave its tracks on the 1-900-PRO-RACE white holeshot line of the main event. But as the 20 riders exited the second turn, it was Windham who owned the lead. McGrath filed into second, followed by Lamson, Ward, Albertyn, Lusk, Huffman, Roy and LaRocco.

Windham and McGrath immediately established themselves as the two leaders in the 20-lap main. By the end of the second lap, they had pulled out a comfortable lead on the rest of the pack, and it wasn't until just before the midway point that McGrath started seriously pressuring the leader.

Meanwhile, battling to stay in the top 10 was Planet Honda's Jean-Sebastien Roy.

"I crashed hard this week and landed on my ribs, and I couldn't breath," Roy said. "I had a real problem with that tonight. I still have one step to go to be with the top guys. It's coming. I didn't see the halfway point, and I was trying to save my energy. But the race went by fast, because I've been training really hard. I was surprised how short the race felt. I really want to be in the top 10 for sure the next couple races."

Roy went on to finish 13th, one spot ahead of his teammate Craig.

Lusk, meanwhile, began to move up the ladder once he got warmed up. First he made his way around the racelong Albertyn/Ward battle to claim fourth. Then he capitalized on one of Lamson's many hardships of the night.

While holding down third place, disaster struck Lamson for the second time of the night.

"I got out of the gate good and hung in there pretty good," Lamson said. "Then, halfway through, I crashed right before the finish line. Somebody - I think it might have been a lapper, but I don't know - hit me right when I jumped. They hit my back wheel, and it just cleaned me out. Everyone passed me then."

With Lamson out of the picture, Lusk moved into third and set out to join the Windham/McGrath scuffle, which got really interesting on lap nine. McGrath's first attempt to pass Windham came in the whoop section. The pass was almost a success, but Windham stayed on the gas long enough to take McGrath wide in the next turn. McGrath tried another pass, and then another, but, even though nothing was working for McGrath, it was apparent that the inevitable was about to happen, and Windham knew it.

Halfway through the 10th lap, perhaps still a little frazzled by the earlier pass attempts, Windham mistimed a jump-filled rhythm section and McGrath was right there to pounce, and he shot by Windham as if he had been shot from a cannon. Windham could only watch as McGrath went by him.

"If there was one thing that I would change, I would have followed *him* for the first 10 laps," Windham said of being stalked by McGrath. "Hopefully, it would have been different. Being in front is a lot different than being in second on this track. I just need to learn to handle the pressure and ride consistent. I know I'm in shape. I've been working hard; it just kind of aggravates me that I didn't ride as well as I wanted to."

Meanwhile, LaRocco was having a roller-coaster kind of a race. By the second lap, he had moved his way into seventh, passing Roy and Huffman in the progress.

"I messed up in the start," LaRocco said. "I felt really good the first couple of laps. Then I made some mistakes on laps four and five. I don't know what I did. I kind of stretched or pulled my side, and it was bothering me out there. I just didn't feel good after that. I just felt real tight. I don't know what happened. I feel all right now, and I really don't understand what happened. It's weird."

What was not weird was seeing McGrath out in front, opening up a seven-second lead, and he did so in typical McGrath fashion, conquering all the obstacles with perfect precision and timing.

"They put a lot of effort into the track," McGrath said. "It was really wide and didn't force you into one line. There was a lot of passing and everything, and that's good for everyone to see. The starts were the most important things, though, and I ripped two starts tonight, so I'm stoked."

"I'm happy to be coming into my own," said Windham about his second-place showing and his recent success. "Hopefully, I can leave my mark on the season, and the championship is still there and anything can happen. I just want to ride this wave of confidence and finish good."

Hopefully for Lusk, his third-place showing was the start of a streak of his own.

"The rest of the races, I'm going to try to turn it up and get some more victories," Lusk said. "I started about eighth. I got an awesome jump and got the holeshot in the heat. I tried to save a little bit of energy and be ready for the main, because I really haven't felt great this weekend, and I just wanted to get through the night."

It took him a while, but Huffman managed to get around Albertyn and Ward by lap 16 to claim fourth on the night. Sixth-place finisher LaRocco caught Ward but could not find a way around Albertyn, who finished fifth. Ward finished seventh, ahead of Ferry. Rounding out the top 10 were Lamson and Pichon.

"I got up right in front of Pichon," Lamson said of his midrace crash. "I got by Pichon and Tortelli after I got going again. Ward and those guys were right in front of me. I wish I had more laps; I could've ran those guys down." **CN**

Houston Astrodome
Houston, Texas
Results: March 13, 1999 (Round 10 of 16)

250 HEAT 1 (8 laps; 1-4 transfer to main): 1. Kevin Windham (Hon); 2. Ezra Lusk (Hon); 3. Mike LaRocco (Hon); 4. Greg Albertyn (Suz); 5. Heath Voss (Hon); 6. Mike Craig (Hon); 7. Phil Lawrence (Suz); 8. Brian Stone (Kaw); 9. Jeff Hedden (KTM); 10. Doug Stone (Kaw); 11. Jason Dubin (Suz); 12. Cory Francis (KTM); 13. Erik Anderson (Hon); 14. Brad Woolsey (Kaw); 15. Billy Binckley (Yam); 16. Kevin Gravett (Suz); 17. Travis Trieb (Yam); 18. Michael Peacock (Hon).
Time: 7 min., 47.060 sec.

250 HEAT 2 (8 laps; 1-4 transfer to main): 1. Jeremy McGrath (Yam); 2. Mickael Pichon (Hon); 3. Damon Huffman (Kaw); 4. Sebastien Tortelli (Hon); 5. Tim Ferry (Yam); 6. Steve Lamson (Yam); 7. Larry Ward (Suz); 8. Jean-Sebastien Roy (Hon); 9. Grayson Goodman (Hon); 10. Ryan Terlecki (Suz); 11. Dustin Nelson (Yam); 12. Ted Campbell (Suz); 13. Matt Karlsen (Yam); 14. Jon Hedden (KTM); 15. Earl Ray Kephart (Hon); 16. Travis Gage (Suz); 17. Chris Shellenberger (Hon); 18. Darren McElhattan (Yam); 19. Jason Frenette (Yam); 20. Ronnie Ford (Yam).
Time: 7 min., 44.280 sec.

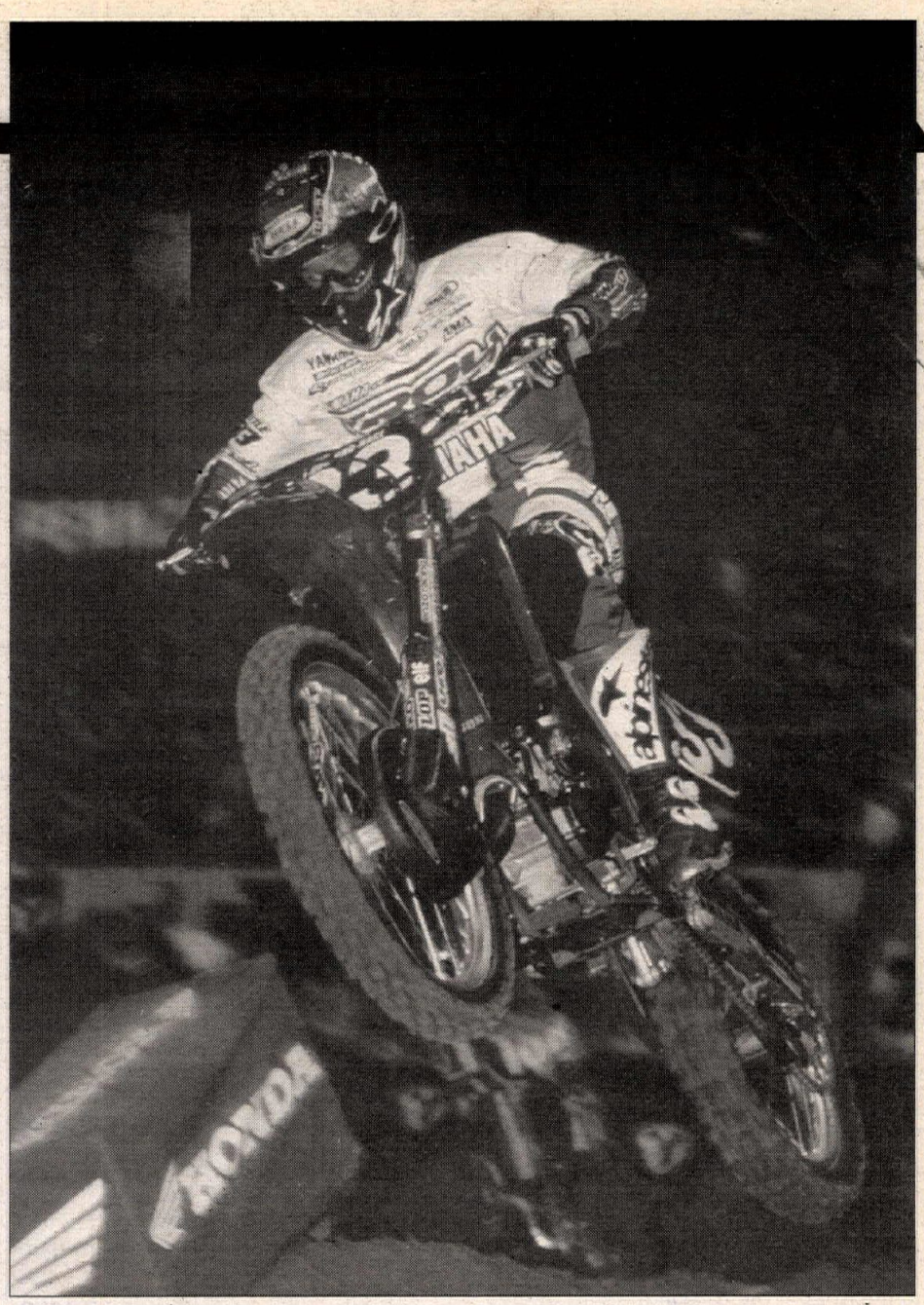
250 SEMI 1 (6 laps; 1-5 transfer to main): 1. Mike Craig (Hon); 2. Phil Lawrence (Suz); 3. Heath Voss (Hon); 4. Billy Binckley (Yam); 5. Doug Stone (Kaw); 6. Jeff Hedden (KTM); 7. Brad Woolsey (Kaw); 8. Erik Anderson (Hon); 9. Jason Dubin (Suz); 10. Cory Francis (KTM); 11. Michael Peacock (Hon); 12. Travis Trieb (Yam); 13. Kevin Gravett (Suz); 14. Brian Stone (Kaw).
Time: 6 min., 8.490 sec.

250 SEMI 2 (6 laps; 1-5 transfer to main): 1. Steve Lamson (Yam); 2. Larry Ward (Suz); 3. Jean-Sebastien Roy (Hon); 4. Grayson Goodman (Hon); 5. Tim Ferry (Yam); 6. Dustin Nelson (Yam); 7. Jason Frenette (Yam); 8. Ted Campbell (Suz); 9. Ryan Terlecki (Suz); 10. Jon Hedden (KTM); 11. Matt Karlsen (Yam); 12. Earl Ray Kephart (Hon); 13. Travis Gage (Suz); 14. Chris Shellenberger (Hon); 15. Darren McElhattan (Yam); 16. Ronnie Ford (Yam).
Time: 5 min., 49.420 sec.

250 LCQ (4 laps; 1-2 transfer to main): 1. Ryan Terlecki (Suz); 2. Brian Stone (Kaw); 3. Dustin Nelson (Yam); 4. Jason Frenette (Yam); 5. Ted Campbell (Suz); 6. Jason Dubin (Suz); 7. Cory Francis (KTM); 8. Erik Anderson (Hon); 9. Jeff Hedden (KTM); 10. Darren McElhattan (Yam); 11. Jon Hedden (KTM); 12. Matt Karlsen (Yam); 13. Travis Gage (Suz); 14. Earl Ray Kephart (Hon); 15. Brad Woolsey (Kaw); 16. Michael Peacock (Hon); 17. Travis Trieb (Yam); 18. Chris Shellenberger (Hon); 19. Kevin Gravett (Suz); 20. Ronnie Ford (Yam).
Time: 6 min., 19.440 sec.

250 MAIN (20 laps; 20 riders): 1. Jeremy McGrath (Yam); 2. Kevin Windham (Hon); 3. Ezra Lusk (Hon); 4. Damon Huffman (Kaw); 5. Greg Albertyn (Suz); 6. Mike LaRocco (Hon); 7. Larry Ward (Suz); 8. Tim Ferry (Yam); 9. Steve Lamson (Yam); 10. Mickael Pichon (Hon); 11. Sebastien Tortelli (Hon); 12. Heath Voss (Hon); 13. Jean-Sebastien Roy (Hon); 14. Mike Craig (Hon); 15. Ryan Terlecki (Suz); 16. Grayson Goodman (Hon); 17. Doug Stone (Kaw); 18. Brian Stone (Kaw); 19. Phil Lawrence (Suz); 20. Billy Binckley (Yam).
Time: 19 min., 20.190 sec.
Margin of victory: 7.003 sec.

250 AMA SUPERCROSS SERIES POINT STANDINGS (After 10 of 16 rounds): 1. Jeremy McGrath (216/4 wins); 2. Mike LaRocco (174); 3. Kevin Windham (166/2); 4. Ezra Lusk (151/3); 5. Larry Ward (150/1); 6. Mickael Pichon (146); 7. Damon Huffman (119); 8. John Dowd (117); 9.



(Left) Once again, Nathan Ramsey made it look easy as he worked his way through the pack to a convincing win in 125cc Western Regional action.
(Above) Casey Lytle continued his killer starting streak by grabbing the lead before the main was a lap old. Lytle led until Ramsey passed him on lap seven of the 15-lap affair.

Sebastien Tortelli (108); 10. Greg Albertyn (99); 11. Jeff Emig (96); 12. Tim Ferry (92); 13. Steve Lamson (91); 14. Jimmy Button (75); 15. (TIE) Ricky Carmichael/David Vuillemin (62); 17. Robbie Reynard (60); 18. Heath Voss (46); 19. Phil Lawrence (31); 20. Jean-Sebastien Roy (28).

KTM JR SUPERCROSS CHALLENGE: 1. Ricardo Garcia; 2. Landon Currier; 3. Wesley Arrington; 4. Channin Tankersley; 5. Anthony Griego; 6. Joshua Godfrey; 7. Derek Barath; 8. Cory Lancaster; 9. Garrett Franks; 10. Brock Murphee; 11. Sullivan Van Way; 12. Bryson Powers; 13. Craig Haemker; 14. Jake Welch; 15. Tyler Turner.

Upcoming Rounds:
Round 11 - Minneapolis, Minnesota, March 20
Round 12 - St. Louis, Missouri, March 27

AMA Western Regional 125cc Supercross Series, Round 7: Houston Astrodome

One away

By Matt Freeman
Photos by Chris Deutschen

HOUSTON, TX, MAR. 13

In a time when aerial antics are all the rage in motocross, Team SplitFire/Pro Circuit/Kawasaki's Nathan Ramsey helped bridge the gap between supercross fans and NASCAR fans when he spun a car-racing-style victory doughnut in the starting straightaway after winning his fifth 125cc Western Regional main event, his latest coming at the Houston Astrodome. After claiming round six in Dallas two weeks ago, Ramsey surprised and dazzled the crowd by pulling the same circular stunt. This time, Ramsey's celebration was even more fitting, due to ABC's supercross coverage, scheduled to air after Atlanta Motor Speedway's NASCAR racing action.

With all of America's motorsports fans watching, Ramsey is sure to be one of the new heroes of motocross in the near future. But first, Ramsey has one more thing to prove, and he will get the chance to do so on March 20, in Minneapolis, Minnesota, when the eighth and final round of the 125cc Western Regional Series comes to what promises to be a climactic end.

The biggest threat to Ramsey's anticipated crown is Yamaha of Troy's Casey Lytle, who led the main event briefly in Houston before giving way to Ramsey. Ramsey has a mere four-point lead over Lytle (148-144), some 45 points in front of third-place point holder Michael Brandes, who finished 13th in Houston. Mathematically, Brandes cannot finish any better than third in the series, leaving the battle for the championship between Ramsey and Lytle.

Attaining the final podium position at the Astrodome was Southern Californian Greg Schnell. Schnell had a long day, making the main via the last-chance qualifier. The Motorworld of El Cajon-backed rider gated midpack in the main but steadily worked his way up through the pack to finish a solid third.

Finishing fourth was Kawasaki of Mexico's Erick Vallejo, who has been riding hot and cold (and currently hot) all series long. Vallejo gated the main event in third and fell back to fifth at one point, giving way to the Yamahas of Isaiah Johnson and Keith Johnson. Vallejo managed to get by both Johnsons on his way to fourth.

Keith Johnson stayed within the top five, refusing to give in to the pressure from sixth-place finisher Josh DeMuth. Isaiah Johnson crossed the finish line in seventh, ahead of SplitFire/Pro Circuit/Kawasaki's Billy Payne and Moto XXX's Travis Preston. American Suzuki/Primal Impulse/Bill's Pipes-backed David Pingree finished 10th.

HEATS

Team Motoworld of El Cajon's Andy Harrington showed his best-ever results by grabbing the holeshot in the first heat. Raging into the first turn behind the Yamaha pilot were Excel Yamaha's DeMuth, Lytle, Pingree, F&S Suzuki's Tommy Clowers, and Payne. Back in the pack chased the Suzukis of Tyler Evans and Preston.

Lytle quickly had enough of riding in third place and made his move right away.

"I didn't holeshot, but I was right there," Lytle said. "Then I took over the lead and just worked on a few lines that I want to use for the main event. I pulled out a little bit of a lead and just ran comfortable there."

With Lytle well on his way to a heat win, Pingree went to work on Harrington after passing Demuth on the second lap. Pingree made the pass, taking over second and leaving Harrington to dice with Demuth, Payne and Kawasaki-mounted Ryan Clark.

As it turned out, Payne was the only rider to get around Harrington. Demuth rounded out the top five, with Clark, Evans, Preston and Clowers riding their bikes to the sixth- through ninth-place positions to claim transfer spots.

Moto DeMarini Honda's Rusty Holland won the drag race to the first turn at the start of heat two. Of course, Ramsey was not far behind in second. Doug Parsons put his Suzuki into third, ahead of Isaiah Johnson, Vallejo and Suzuki-mounted Charlie Bogard.

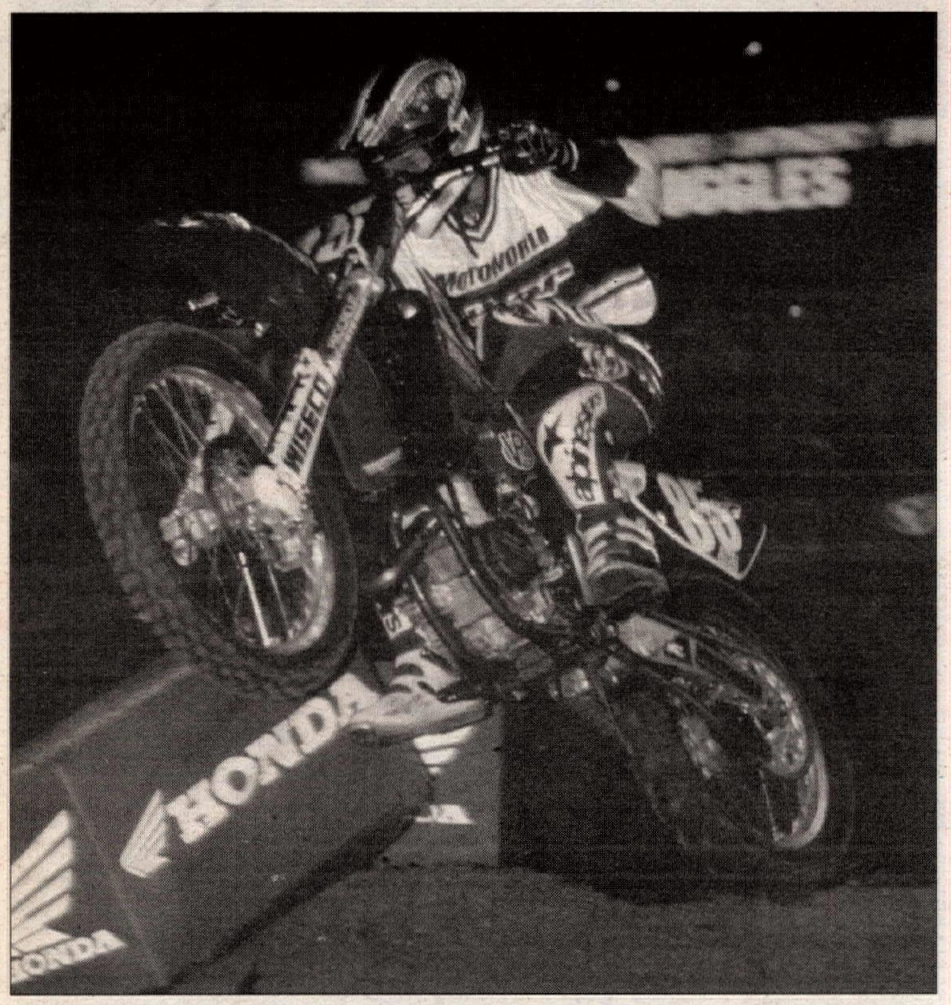
Ramsey chased down Holland and by the second lap had control of the lead. Holland continued to slip back, as Bogard moved his Suzuki up to second but had no chance of catching the high-flying Ramsey.

"There were a couple of sections I was trying to work out before the main event," said Ramsey of his heat race. "I was trying a few things. I felt fast, but I had one or two bobbles."

Bogard finished up in second, ahead of Isaiah Johnson, Holland, Vallejo and James Povolny Jr., who worked his way up from a bad start. SplitFire/Pro Circuit/Kawasaki's Scott Sheak, Parsons, and KTM-mounted Kenny Bartram rounded out the top nine, with all of them transferring to the main.

LAST-CHANCE QUALIFIER

Brandes led Schnell to the checkered flag in the LCQ, while Keith Johnson turned a bad start into a third-place finish. Making the 22-rider feature by the skin of



his teeth was Team Mex-Cal Kawasaki's Shaun Perolio, who finished fourth.

MAIN

Once again, Harrington took his YZ to the front of the pack at the start of the main event. Holland, too, got another great start, with Brandes right on his rear end. But before the race was two turns old, Lytle had found his way into second, behind Brandes, who moved his RM into the lead just as fast as Harrington had grabbed the holeshot.

As the field began to spread out toward the end of the opening lap, Vallejo was in third, followed by Holland, Harrington, Preston, Ramsey, Schnell and Payne, but the order did not stay that way for long, as Lytle pulled alongside Brandes.

"For the main event, I started five (positions) to the left side of the box, which was more inside than a lot of people were doing, but I thought it was good," Lytle said. "I kind of bogged off the start, but I came back through, and by the time everything was settled, I was second behind Brandes. I passed him in the whoops."

Ramsey was making a charge of his own at the same time, but, unfortunately for Lytle, he was the main target.

"I made a couple of good moves on the first lap, and that put me up there pretty quick," Ramsey said. "Then I saw Casey Lytle get out front and I just got in second. He was riding really good, but I just ended up catching him a little bit by little bit. Then, when I caught him, he tightened up a little bit, and I was able to pull a little gap; then I could relax and ride as hard as I wanted to."

Lytle admitted to riding tight, a problem that has haunted him much of the year.

"I started to try and run away, and I did for about six or seven laps," Lytle said. "But I got tight again and Ramsey started reeling me in. My arms - basically everything gets tight. I started riding different from about lap seven on. Once he passes me, I'm usually pretty tight by then, and then I just try to ride as best as I can and not throw it away. I wouldn't want to throw away a second place."

Ramsey made the pass on Lytle over a jump on the track named "Mount Bomber," a huge step-up jump designed by former Supercross champ Mark Barnett.

"Right when I got on him, he came up short on a triple right before the big step-up jump," said Ramsey of his pass on Lytle. "When he came up short, he kind of went outside a little bit, and I just shot right under him. It was a good, clean pass."

While Ramsey was running away with the win and Lytle was holding down second comfortably, Schnell was making his move through the pack. Schnell went from eighth on lap one to sixth on lap three, where he would battle with Vallejo for a lap. After passing Vallejo, Schnell moved on to Brandes and then on to Isaiah Johnson, whom he had more trouble passing than both Brandes and Vallejo. Johnson finally caved and let Schnell by for third, where Schnell would ultimately finish.

Isaiah Johnson not only let Schnell by him, but he let Vallejo, Keith Johnson and Demuth by him as well, settling for seventh at the checkers. Payne, Preston and Pingree rounded out the top 10.

"It feels really good," said Ramsey of his fifth straight win. "I've got some momentum going, and I'm just trying to ride it out for one more race at least." **CN**

(Left) Greg Schnell garnered the final podium spot, one of his best finishes of the year.
(Above from left to right) Greg Schnell, Nathan Ramsey and Casey Lytle celebrate their results in front of the Texas crowd.

Houston Astrodome
Houston, Texas
Results: March 13, 1999 (Round 7 of 8)

125 HEAT 1 (6 laps; 1-9 transfer to main): 1. Casey Lytle (Yam); 2. David Pingree (Suz); 3. Billy Payne (Kaw); 4. Andy Harrington (Yam); 5. Josh Demuth (Yam); 6. Ryan Clark (Kaw); 7. Tyler Evans (Suz); 8. Travis Preston (Suz); 9. Tom Clowers (Suz); 10. Steve Andrich (Yam); 11. Shaun Perolio (Kaw); 12. Michael Brandes (Suz); 13. Jeremy Chausse (Kaw); 14. Brian Stone (Kaw); 15. Ronnie Clark (Yam); 16. Jacob Martin (Suz); 17. Darren McElhattan (Yam); 18. Cory Francis (KTM); 19. Donald Upton (Hon); 20. Travis Elliot (Hon). **Time:** 6 min., 15.170 sec.

125 HEAT 2 (6 laps; 1-9 transfer to main): 1. Nathan Ramsey (Kaw); 2. Charlie Bogard (Suz); 3. Isaiah Johnson (Kaw); 4. Rusty Holland (Hon); 5. Erick Vallejo (Kaw); 6. James Povolny Jr. (Yam); 7. Scott Sheak (Kaw); 8. Doug Parsons (Suz); 9. Kenny Bartram (KTM); 10. Greg Schnell (Yam); 11. Keith Johnson (Yam); 12. Jeff Hedden (KTM); 13. Donovan Mitchell (Yam); 14. John Sereika (Hon); 15. Bobby Fitch (Yam); 16. Brad Hagseth (Hon); 17. Kris Papworth (Suz); 18. Michael Peacock (Hon); 19. Bryan Piccirelli (Hon); 20. Ryan Duff (Yam). **Time:** 6 min., 6.500 sec.

125 LCQ (4 laps; 1-4 transfer to main): 1. Michael Brandes (Suz); 2. Greg Schnell (Yam); 3. Keith Johnson (Yam); 4. Shaun Perolio (Kaw); 5. Jacob Martin (Suz); 6. Travis Elliot (Hon); 7. Donovan Mitchell (Yam); 8. Ronnie Clark (Yam); 9. Jeff Hedden (KTM); 10. Brad Hagseth (Hon); 11. Jeremy Chaussee (Kaw); 12. Darren McElhattan (Yam); 13. Cory Francis (KTM); 14. Bryan Piccirelli (Hon); 15. Michael Peacock (Hon); 16. Bobby Fitch (Yam); 17. Ryan Duff (Yam); 18. John Sereika (Hon); 19. Kris Papworth (Suz); 20. Steve Andrich (Yam); 21. Brian Stone (Yam); 22. Donald Upton (Hon). **Time:** 4 min., 10.460 sec.

125 MAIN (15 laps; 22 riders): 1. Nathan Ramsey (Kaw); 2. Casey Lytle (Yam); 3. Greg Schnell (Yam); 4. Erick Vallejo (Kaw); 5. Keith Johnson (Yam); 6. Josh Demuth (Yam); 7. Isaiah Johnson (Yam); 8. Billy Payne (Kaw); 9. Travis Preston (Suz); 10. David Pingree (Suz); 11. Doug Parsons (Suz); 12. Kenny Bartram (KTM); 13. Michael Brandes (Suz); 14. Tom Clowers Jr. (Suz); 15. Scott Sheak (Kaw); 16. Andy Harrington (Yam); 17. Shaun Perolio (Kaw); 18. Ryan Clark (Kaw); 19. Rusty Holland (Hon); 20. Charlie Bogard (Suz); 21. James Povolny Jr. (Yam); 22. Tyler Evans (Suz).
Time: 15 min., 14.420 sec.
Margin of victory: 22.007 sec.

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 7 of 8 rounds): 1. Nathan Ramsey (148/5 wins); 2. Casey Lytle (144); 3. Michael Brandes (103); 4. Isaiah Johnson (100); 5. Casey Johnson (94/2); 6. Ryan Clark (85); 7. Greg Schnell (81); 8. David Pingree (79); 9. Erick Vallejo (68); 10. (TIE) Charlie Bogard/Keith Johnson (64); 12. Travis Preston (62); 13. Tyler Evans (50); 14. Billy Payne (46); 15. Gio Tedesco (36); 16. Rusty Holland (34); 17. Alessio Chiodi (34); 18. Scott Sheak (31); 19. Chris Wheeler (28); 20. Stephen Demartis (26).

Upcoming Rounds:
Round 8 - Minneapolis, Minnesota, March 20
125cc East/West Shootout - Las Vegas, Nevada, May 1

Briefly...

All eyes were on Team Honda's **Ezra Lusk** as he tried to better his chances of winning $250,000 via the Vans Triple Crown of Supercross, presented by Mountain Dew and G-Shock. Lusk won round five in Anaheim, California, which was the first event in the Triple Crown series. By doing so, he set himself up for the biggest supercross bonus in history. When asked before the race if he was nervous, Lusk replied, "If it comes down to Indianapolis, then that'll be a big race - then I'll be nervous." Unfortunately for Lusk, he could not make it happen at Houston, ending his chances at the big money. Lusk, however, is not totally out of luck. He still has a shot to win the $25,000 reward that goes to the highest-placing rider in the three Triple Crown rounds.

The Houston Supercross is not the only race that the ABC network will air in the 1999 season. On Sunday, April 25, ABC Sports will also televise the **Indianapolis Supercross** from the RCA Dome. As always, the espn2 crew was also on hand at the Astrodome, filming for its expanded coverage of the event.

The **Team Yamaha** semi was present in Houston, but team riders **John Dowd**, **Jimmy Button** and **Doug Henry** were not. Last week at the Daytona SX, Dowd crashed hard and separated his shoulder and broke his arm. According to Yamaha team manager Keith McCarty, Dowd underwent surgery the Tuesday after Daytona, and screws were used to fix the arm. Dowd will be out of action for a minimum of six weeks. The final round in Vegas, on May 1, is a possibility for Dowd, though it is not likely. Button is still feeling the effects from the crash he suffered in Dallas two weeks ago. McCarty said that Button's knee was severely bruised in the crash, but he should be ready for action by round 11 in Minneapolis.

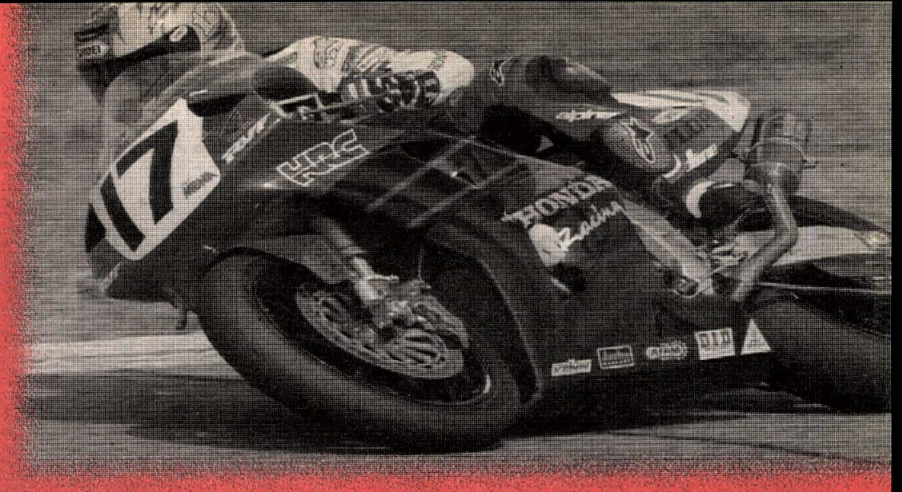
The track built by **Dirt Wurx** was one of the most unique tracks this season. It was wide, with plenty of room for passing, and the dirt was dark brown in color and provided ample traction. In addition, the whoop section had two lanes divided by a row of Tuff Blocks. The inside line seemed to be the fastest line, yet it was not always the most popular line. The whoop section was placed after a wide, sweeping turn that naturally spit riders to the outside instead of the inside. Those riders who took the time to set up for the inside whoop section were usually rewarded with a pass. In addition to the wide track, the Dirt Wurx crew had more than the usual amount of dirt to work with, so former SX champ Mark "The Bomber" Barnett built a huge step-up jump that was appropriately named "Mount Bomber." The jump was the biggest on the tour thus far and resembled a cliff jump. Some riders were clearing it, and some were not.

Honda was well-represented in the 250cc main. In fact, nearly half the field was made up of 250cc CRs. There were nine Hondas, four Suzukis, four Yamahas and three Kawasakis in the final.

There was a scary moment during the second 250cc practice session at Houston. Kawasaki's **Jeff Emig** had a horrible get-off that left him lying on the Astrodome floor for a good 10 minutes before paramedics finally carried him off the side of the track. Emig came up short on a small triple, and he badly bruised both heels. It did not take long for Emig and the team to realize that making the program for the night was not even an issue. Emig was taken to a hospital and released just in time to make it back to the stadium on crutches. "It was a mistake on my part," Emig said. "It's a frustrating mistake, too, because I feel like I was finally coming about this season." It is indefinite as to how long Emig will be out of action, but he should be all healed for the opening round of the AMA National MX Series in May.

Kawasaki's **Ricky Carmichael** also did not race, due to an injury that he suffered during the first 250cc practice session. Carmichael was able to get around without crutches and will most likely be back in action for next week's race in Minneapolis.

The Women's Motocross League brought two female riders to the Astrodome in the hope that they would qualify for a spot in the evening's 125cc program, where they would have the chance of becoming the first women to qualify for the main. Planet Honda-sponsored **Nikki Harris** and Kawasaki of Mexico's **Tania Satchwell**, who is the New Zealand Women's Champion, both competed in the day's preliminaries but failed to transfer into the evening's program.



Speed Demons

Daytona just got hotter, thanks to the power of Dunlop Superiority. First fiery Miguel DuHamel split Jamie Hacking and Kurtis Roberts at the line for the 600 win.

IS DOMINATION

Then, at all-time record-breaking speed, he held off a blazing Mat Mladin to take his third Daytona 200 victory ... as Rich Oliver burned past Ben Bostrom to seal the Dunlop sweep.

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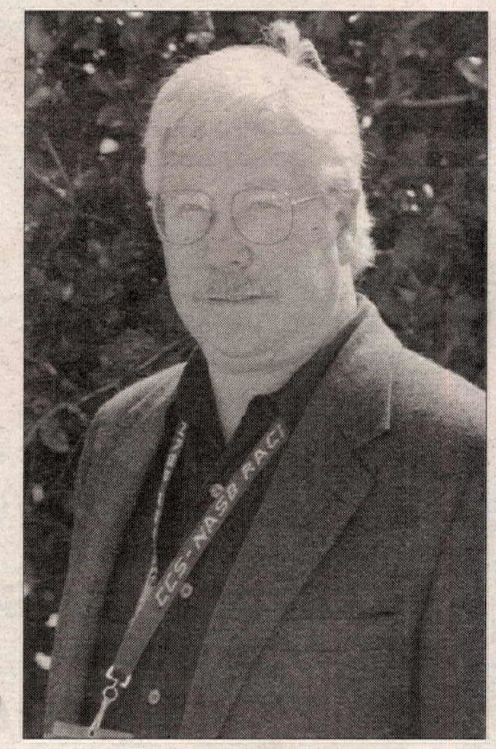

By Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 6

On December 18, 1998, a judge in Asheville, North Carolina, ruled that the AMA had wronged Roger Edmondson and awarded him damages which totaled, at the time, $1,930,000. In addition to the damages, the AMA was also required to pay Edmondson's legal bills, which were about $400,000. Interest on the judgment continues to accrue daily as the appeals process continues.

The AMA filed a notice of appeal with the Fourth District Court in Richmond, Virginia. The AMA believes the appeal could take up to 18 months, though settlement talks will continue during the appeals process. Edmondson believes the time frame is more like a year, or as little as eight months.

It is certainly not the only issue they disagree on.

In order to get a fair accounting by both sides, unencumbered by bias or editorializing, *Cycle News* chose to interview the principals in the case. For the defendant's side, it was easy. Roger Edmondson, the former AMA contractor who filed the suit, has been intimately involved with every aspect of the litigation since it was filed. I interviewed him in the timing and scoring building in turn one at Daytona International Speedway on Saturday morning, February 27, just prior to the Championship Cup Series program. His knowledge of the details of the case is exhaustive.

Q Let's start at the beginning.

A We had a joint-venture contract with the AMA where our business and theirs were joined to create the AMA National races. We went to a meeting in October of 1993, my wife, Peggy, and I, with the AMA, for some planning for 1994. Particularly, as (then AMA vice president of sports marketing, Dick) Maxwell had just been fired. We were looking at another whole era of nobody in charge. Every time that would happen, it would eventually lead to us trying to fill the gap, even though I wasn't an employee. We sat down at a meeting, and Ed Youngblood said that they had made a decision that they wanted to bring their own program in-house and that they wanted to buy me out of the contract.

Q Did they make an offer at that point?

A No, what he asked me to do was create for him some ideas on how they could accomplish that. I pointed out to him that when I was leaving there, I was coming home, getting the motorhome, and going straight to Daytona for the Race of Champions and going straight from there to Ireland for the FIM Congress, because I was on the road racing commission then. So he said yes, but could I try to get together by the FIM Congress. So, actually, I'd raised a proposal right here in this building. I sat down with my Macintosh and put some proposals together. I figured three proposals, three alternatives. One was, they could buy out my program for $3 million bucks over a period of 10 years. And I showed them how between the revenue that my programs were generating, plus the memberships that they were selling on the CCS side, that they wouldn't have to touch their treasury at all. All the profits that I would earn would simply become theirs. For the alternative, I offered to the AMA what (World Superbike owners) Flammini has done for the FIM. I offered them $3 million. $300,000 a year for 10 years so that they would sanction Pro road racing. We would've taken it, run it, sold it, marketed it, operated it. At the end of the 10 years, I was prepared to retire and give it back to them. And the third alternative was that we form a real corporation with shareholders and try to bring some of the other professionals in the industry into this and make it a professional racing operation. By the time I got to Ireland, I didn't want to present that proposal, so I withdrew that third proposal. I was so disappointed that the AMA, out of the blue, wanted to, basically, take over the program, that I didn't want to be in business with them anymore. That's how it started. The AMA board had to agree on this and, unfortunately, many of them were not aware of the joint venture and took the position that I didn't own these things. (They) came back with a counteroffer that was an insult.

Q Which was what?

A $125,000 a year for five years, a consulting contract. I can't remember, but all in all it was about $425,000, $500,000 - I don't remember exactly. Which is about two years running the sport, which was my share of it. I wanted to earn about $250,000 a year.

Q And that was strictly through AMA racing?

A Absolutely. You have to understand that the Supersport programs and the endurance program and the Harley program were all programs that I created by rights. Brought a new market, paid the purse until the promoters took it on. In reality, my half of the joint venture was creating 70 percent of the revenue that the AMA was splitting 50-50.

Q And that was because of the number of entries in those classes?

A Absolutely. And, again, those classes, if you think back, that was all new money. That money wasn't there before. So it's not like this took anything from the AMA or from the promoters. It was all new revenue which was created by new activity. At any rate, it became clear that we were pretty far apart. And it was kind of a tough time of the year; it was November. We've got another season to get going here shortly. There was nobody, to me, nobody in charge. Frankly, on that trip I was going to visit all the promoters and set up the program for '94. So on that trip I did visit all the promoters, but I had to explain to them that I didn't know at that point in time whether it was going to go back to the old days, where the AMA would present a contract, and I would present a contract, and they would make a separate deal with the AMA and a separate deal with me - or whether the AMA was going to be the guy or I was going to be. I didn't know what it was going to be, but I felt that as a customer they had a right to know who they were going to deal with.

Q How long did the promoters have one contract?

A They'd been using one contract for all the time. The agreement they had with me started in 1984, my endurance racing, and then, as I brought in the Supersport, it was a verbal contract. So they had two deals: Starting in 1990, which was the first year of the joint venture, they got one contract, and that lasted through 1994.

The gist of it was that we were pretty far apart. So on December 17, Ed Youngblood wrote me a letter asking me to go one more year on the joint venture, so we could have time to work this out, so as not to destroy the good relationship we had over the years. He could see I was tense. I had seen the AMA reach out and take companies before.

Q Where?

A The Battle of the Twins.

Q Who'd they take that from?

A Dick O'Brian - not Dick O'Brian but Jesse O'Brian. And I had been asked at one time to go out and investigate the potential of taking over vintage racing. So I knew there was a propensity, and I was very much on edge. So I got this letter from Ed. What I didn't know, and what I found out through (the legal process of) discovery, was the very same date he had received a memo, that he had asked for, on how to take over the road racing.

Q He'd received a letter on...

A February 1. From his staff - Roy Janson. He had asked Roy Janson to prepare a memo on how he could take over the road racing program without Roger's cooperation, without Roger's knowledge. So, effectively, in this current trial it became known as the secret takeover. And it was dated the same day that I got this letter, saying, "Hey, Roger, we're good buddies, why don't we go another year to give ourselves time?" And from that point on, negotiations went on for many, many months - all the way through August of '94. There was some upheavals in February. I challenged him because they had announced a TV schedule when I didn't even get the courtesy of talking with them about television. As a result, if you remember, in February of '94, all of a sudden there was a press release: "We're not doing business with Roger anymore." This was a week before Daytona. I had all the entries, all the radios, all the computers - everything it took to run the event was in my possession. The AMA was going to do it themselves, which of course lasted for 24 hours. But that was the first blip on the radar screen for everybody, and it sent me a real message.

Q That was resolved here in Daytona?

A That was resolved right here (Daytona). They were to come down to Daytona to explain why they were having to send me out of the way.

Q You met with the France family, which owns Daytona.

A We all did. The first meeting was with Bill Jr. and Jimmy, (then AMA vice president of competition) Tom Mueller, Ed Youngblood, Roy Janson (the pro racing director at the time), and the ever-present Tim Owens, who was the brilliant attorney who led them right down this rosy path. And then they called Peggy and I into the room and said that we would like to find a way you can work together. So quite clearly we agreed to go back into the joint venture for that full season. Within 30 days, the AMA was trying to exercise a cancellation clause in an effort to force me to sign a short contract. That didn't work too well. But to make a long story short, we all managed to pound out, in April, a new agreement that was going to pay me a million-two and provide - it was based on a formula that was going to give me so much, so much an entry, for five years, and it provided for me to support the AMA national program and continue doing it. And one of the things that one of them said was that I should create a new ground, a mid-

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the truth

The AMA's side was trickier. Former AMA president Ed Youngblood would have been the perfect choice for our interview, but he resigned from the presidency of the association on February 13. Paul Carruthers, the editor of *Cycle News*, contacted the AMA to find out who they would like to have respond to the court's decision.

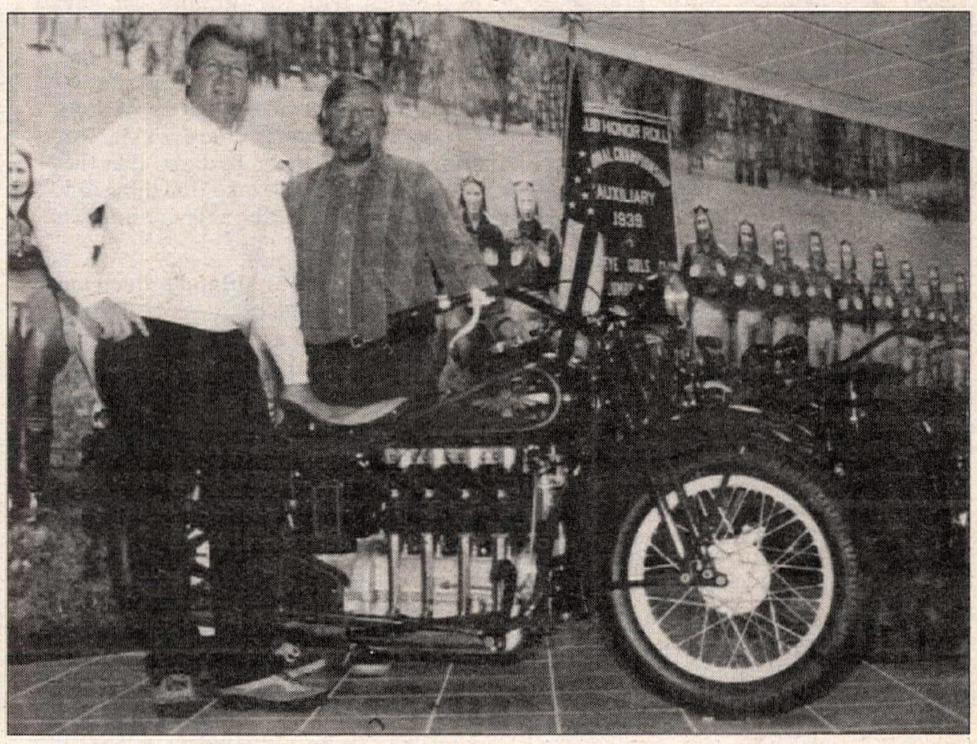
Ultimately it fell to Rob Rasor, the vice president of government relations, who has been with the AMA for 26 years. Since Youngblood stepped down, Rasor has been the executive vice president who heads the six-member management team which is handling the day-to-day operations of the association. Rasor had no involvement with the litigation.

Before we began the interview, Rasor said of the case, "To a great extent what I know is what I've read in the press and to a limited extent what I've been told since Ed (Youngblood) stepped down as president of the AMA."

There were questions he couldn't answer, which he promised to answer at a later date. Those answers were inserted into the transcript at the appropriate points.

Greg Harrison, the editor of the AMA's magazine, American Motorcyclist, and a vice president himself, joined Rasor in answering our questions. We were joined by editor Paul Carruthers early in our discussion.

Because of the length of the conversations, and necessary space restrictions, the transcripts were edited, both the questions and the responses. Even so, we feel that we've given both sides the opportunity to openly present their cases.



RASOR & HARRISON

Q The joint-venture agreement, which is one of the things which Roger Edmondson said was violated, was one of the main points of his litigation.

A RR: It's our belief that what we had with Roger was a contractual relationship. Whether it was a joint venture or it was a contract is one of the points of the dispute. So that's what takes us to the courthouse to begin with, is a different interpretation of what the relationship was. So I think it's fair to say that we have a different perspective on the situation than Roger does.

Q What about the attempts to settle?

A RR: The information is that the AMA has made several offers to settle this dispute with Roger. And, for whatever reason, he's either not accepted them or they've been rejected.

Q Are there offers still out there?

A RR: As I understand it, we've made ongoing attempts to try to resolve this dispute through settlement and that discussions continue between counsel.

Q How long will the appeal process take?

A RR: It's estimated that an appeal could take up to 18 months. Courts are unpredictable, but certainly up to 18 months.

Q What are the grounds for the appeal?

A RR: Not having read all the papers, principally the grounds for appeal are anchored in our belief that this is purely a contract dispute and that Roger received compensation when he was under the agreement with the AMA. It's our belief that the judge and the jury made some erroneous decisions, and based on that and what we believe the contract for all the AMA is, (that) will be the foundation for the appeal that we're making to the Fourth Circuit Court in Richmond.

Q The reasons you would appeal have already been filed with the lower court or you had to file already with the appeals court?

A RR: Before we can even file an appeal, procedurally, it's my understanding that we first have to go to the lower court and say, "Okay, we don't agree with you and we want a new trial." And it was that motion for a new trial that was rejected by the same judge. Having proceeded with that formality, which we're required to do, we now develop our papers to pursue to the Fourth Circuit Court in Richmond, which is the next logical step in the process, as I understand it.

Q Is there any sense of why the AMA lost the case?

A RR: I've talked to some people and we've kind of talked among ourselves on this, and I guess our sense is that one of the reasons we lost the case is because the court chose to permit some evidence that we didn't think was particularly relevant to the case, admitted some evidence that shouldn't have been permitted. Ultimately, we think maybe the proximity of the holiday had some effect on the jury's willingness to give the deliberation the time they needed to understand the case. And all those things probably worked to our disadvantage.

Q It would be the judge who let the evidence in.

A RR: He's the one who makes the rulings. It was his interpretation of what the issues were that were different than what our counsel thought they were. And, as I understand the rules, some things are permissible in certain circumstances and not permissible in others, and he chose to permit some things that we believe perhaps unreasonably put information before the jury that didn't need to be there.

Q And what were they, specifically?

A RR: I can't give you the specifics. It's just sort of the sense I get from the people I talked with, including our counsel.

A GH: There's elements of that, the reasons for the loss and the reasons for the appeal that go into the appeal itself, and that's where I'm not sure we can comment. We can check on it.

Q At this point, how does this trial affect the AMA members?

A RR: Good question. I don't think in terms of the operation of the association it affects us very much at all. We had made provisions for judgment in our ongoing financial planning, which is, in fact, reflected in the annual report that we published in December. We're continuing to go forward with the business of the association. Plans that we've made to celebrate our 75th anniversary are ongoing. We'll open the museum in July to celebrate our Vintage Motorcycle Days in central Ohio, in Lexington, at the Mid-Ohio Sports Car Course. We'll open the museum. We've got any number of events that are scheduled to go on with that. For us, it's continuing on.

Q Is the AMA insured against lawsuits like this?

A RR: This particular lawsuit is not insured.

Q So any judgment will have to come out of...

A RR: ...retained earnings. First of all, let me emphasize that, first of all, we believe we'll be successful on appeal. The judgment will either be overturned or perhaps settled for a substantially lesser amount, a reduced amount. In the unlikely event that we are forced to settle for the amount of the judgment that was decided in Asheville, provisions have been made to do that; it's been reflected in our annual report, published in December. We continue on.

A GH: More than that, there's been a good deal of misinformation about how much this is going to cost individual AMA members. It's just not the case. About half of the AMA's income comes from membership dues; the other half comes from nonmembership dues and there's all kinds of sources for that, ranging from magazine advertising to our travel department. There are certain elements within the AMA which are for profit and there are certain elements that are not for profit. Currently it's about 50 percent membership assets and 50 percent non-dues income. But you know that money is also invested, and that becomes part of the retained earnings. So the numbers that have been bandied from different sources about how it's going to cost every AMA member X number of dollars are simply not true.

Q Has Roger put liens against any AMA properties?

A RR: Our bond was presented two weeks ago tomorrow (February 26) to the clerk of the court. Our attorneys called on Monday, the following Monday (March 1), and were assured that the bond had arrived and was, at least to their survey, everything was okay with that. My understanding from that point is that Tuesday (March 2), Roger's attorneys filed objections to that bond. They had an obligation, as I understand it, to notify our attorneys when they filed that objection. The judge ruled to accept their objections on that Wednesday (March 3). Our attorneys did not receive any notification of those objections until Thursday night (March 4). And, in fact, the first indication that it was apparently noticed was when our attorney here in Ohio called the court to find out what the status was, because he hadn't heard anything, and was told that the bond had been rejected because of the objections and they had not been told that. So, on Friday morning (March 5), the message I had was that the bond

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Roger Edmondson vs. the AMA

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series, between CCS and AMA that would allow for people to get into Pro racing, and that's what NASB was going to be. It was never meant to be another AMA competitor. It was meant to be a minor league pro series or midground, whichever you want to call it. And that was going to hopefully lead to more nationals and more entries and, of course, more income for me. So the potential was there to take this $1.2 million and go to maybe $1.6, $1.7 over five years. I wasn't happy with it, but I felt that it was a reasonable solution, and there was no sense in tearing up the contract. CCS, of course, would continue to be an exception. On the Friday before the Fourth of July weekend, my attorney got a fax from Tim Owens, their attorney, saying that unless Becky (Edmondson's daughter, who owns the Championship Cup Series) and I both signed a contract by close of business that day, the deal would be off, the deal that we had hammered out. And Becky was on her way to run a race in Grattan, Michigan, and I was off to run a race somewhere else and he couldn't reach us until Tuesday. So, basically, their attorney said, "No problem," and then seven weeks later they said, "Well, you missed a deadline." There'd been two sticking points. One, if I die, my family should be covered. And two, they wanted a seven-year non-compete; I wanted a five. So we both gave up on something. They gave me the death benefit, I gave them the seven years. So let's make the contract. Well, before we do that, we've got to wait until the AMA board meets in August. No problem, the negotiating committee had the authority, they just had to ratify it. The board met, the end result was they said, "Fuck you, Roger." That's what the board said - we're not making the deal. Ed Youngblood wrote me a letter saying they'd decided not to extend the offer one more time, standing on two things: standing on a deadline, which was bogus - the board never authorized it, even though it was in the letter that the board wrote me; and saying we need a counterproposal. And we made a counterproposal: We asked to change one word which affected my tax liability. It had no effect on them. Carl Reynolds (AMA board of trustees member at the time), in his testimony at the trial, said that he voted against accepting my counteroffer because he didn't know what my counteroffer was. I thought I had a special trust relationship with Carl. He was a Southeastern board member. I respected him as a Southern gentleman - not that I don't respect Northern gentlemen. We kind of communicated, I thought. I felt very much that he was in favor of seeing this deal go through. So when the letter came to me that the deal had not gone through, I called Carl and found out that he didn't know about the deadline. In his testimony in the trial, we found out that while he claimed he wanted to see the deal made, he voted against it, because he was told that we had made a counteroffer instead of agreeing to the deal, which was not true. The counteroffer being, "Delete this word, and everything's fine."

Q What was the one word?

A "Further." It had to do with compensation. Whether you called it further compensation or compensation affected my tax liability. And during the trial, Carl found out for the first time about this four-hour deadline, he found out about this for the first time, and he found out about this counteroffer, which wasn't really a counteroffer. I think that may have something to with the board's loss of confidence in Ed. I'm surmising that. Anyhow, all of a sudden, Roger's out, AMA's got everything. Meantime, one of these contracts that I was expecting them to ratify called for me to turn everything over to them. Ultimately, I sent them mailing labels for the last race of the year with the promise that they wouldn't duplicate them, which they did. And they had everything. So they said, "Oh, yeah, we're not going to pay you." That was in August in of 1994. Through discovery, there was a conscious decision made by them that they could go in and just take this thing, and I probably wouldn't be able to bring it to this point.

Q Was that Youngblood's decision, or the board's?

A No, I think that was a combination. I believed all along that Mueller and Owens and Youngblood had their own agenda, and that the board was being told. What we would put forth as a negotiating position and what would come back was like an answer to a question we hadn't asked. It was like a big disconnect, and I became convinced that because I had confronted Youngblood here at Daytona, embarrassed him in front of his board, when I told him how despicable the AMA was, I think that probably set him running. He had the red mist, he wasn't going to go back. That was right after that explosion in February - "You're out, we're going to run it ourselves." I met with the board right after the Daytona 200 - the next day. The emperor had no clothes. "You people have no business being in the racing business and now everybody knows it - not just a few of you who kept a very good secret, but everybody knows it." So that put them on edge.

So we announced the NASB series as we intended to and went down to the promoters meeting at Coral Gables, and we were going to present it to the promoters exactly as originally designed: a low-cost semi-pro - not a club race, but not a National - and see if any of them were interested having it.

Q With a completely separate schedule?

A A completely separate schedule. My feelings were that it would give - let's just use an example, Road America - a chance to have two races where they could sell tickets, but one was high-investment and one wasn't. As it turns out, the promoters were very disenchanted with the AMA's presentation of the marketing plans of Tom Mueller. They were very concerned about the breakup of the relationship. So they called me into the room. I was going to meet them in the evening. I got a phone call at 11 in the morning saying, "Can you come down to our conference room?" I said, "I thought it was the AMA's conference room." And in that meeting they asked me, if they would give me events, would I go ahead and run a full-bore program like the one I'd been running, except under AMA sanction, without AMA sanction? I said I would. In December I announced the schedule. It included Road America, Mid-Ohio, and the rest. That was the second part of this case. The first part of my case was theft of my business, which they did. The second part of my case had to do with the fact that they'd squashed my interests. Because quite clearly, what would be clear, I was a competitor with the AMA. They squashed the new business in a variety of ways, one of which was having the board members who control factory racing budgets.

Q How did they do that?

A That was easy. Camel's not going to be at your event because the Honda team won't be there. I was getting all kinds of money from Camel. I was getting program ads from Camel. I was getting advertising from Camel. I'm not going to get that. Oh, and Bridgestone won't be there because the Bridgestone team won't be there. The Erion guys aren't going to be there because Honda's not participating. Or the Suzuki dealer ride, we're not going to have that this year. It was so obvious, it was incredible, even though I can't prove it.

Q So the AMA put pressure on the factories how?

A Through the board members. Who controls Honda's racing budget? (Honda's) Ray Blank. Which AMA board member said we can take this from you and you can't do anything about it? Ray Blank.

Q And this all came out at the trial?

A Pretty much so. We didn't try the antitrust claims because they were dismissed by the judge. That's another whole story but, briefly, we made 10 claims. We realized early on that I did not have the finances to go out to California and start deposing these big companies. Because they could have just covered us with paper and other problems. And there was no way I could deal with that. So we made a decision not to proceed with the antitrust claims. The judge, in the summary judgment, dismissed them, not because he felt there wasn't sufficient evidence that these things took place, but because I had not shown that the entire industry was on one side. We decided to leave them in. We were going to drop them, but we noticed that they were paying all their attention to the antitrust claims. They were ignoring all the other claims I made and going forward only on the things which affected those board members. And the result was, when the judge threw those two out and kept the other eight in, they were unprepared for trial. I'm telling you, this million bucks or so that the AMA has spent, if they'll ever come clean with the number, is the biggest waste of money in the world. They got the worst advice and the worst lawyering you could imagine.

Q The court document said it was close to $400,000.

A That was our guys. Little guys in Asheville, North Carolina, charge $175 an hour, not $300. We had two lawyers and a paralegal on it, not two full-fledged high-ranking antitrust guys, plus who knows how many flunkies working on it. That's another whole story in the venue issue. Anyhow, the gist of it was that we had a program, pressure from the manufacturers made it clear that the promoters couldn't stand the financial pressures of it. (Paradama president Cary) Agajanian called Mid-Ohio and threatened them with a loss of their vintage-days event if they didn't go back to the AMA, and this resulted in Mid-Ohio bailing out and she (Michelle Trueman-Gajoch) was the leader of the promoter group that went with me. When she bailed out, everybody jumped. The insurance company that gives them the premiums for the whole year, for all activities, and recommends a certain amount of premium for each type of race, the AMA would then take the road racing portion, and reduce other people's portion, which, effectively, since I didn't participate in those other things, and since we shared the profit after the expenses were paid, then little old Roger was subsidizing short track. Okay, that's fraud. They had a fiduciary responsibility as I was a partner, straight financial partner, to share with me that information. They did not. The jury didn't buy that. As (AMA vice president of finance) Patty DiPietro said to them, we just pay whatever the insurance company says the premiums are. She didn't bother to tell them that the premium that came in on the policy was set by them, once they agreed to all the overall rate numbers. The other issue where there was fraud was the TV issue. They charged me $10,000 a race for the TV, when they were actually getting paid to do TV. They had a contract with the production company, which was then given video rights and so much a race for foreign rights. The deal was, we would put up the 10 grand and if there was any income, we'd split it. They just never bothered to tell me about anything.

Q Did you find out how much profit there was?

A It came out to about $165,000-175,000 total. Again, it was the principal. Here's a business partner that they didn't want to be a part of. There's all kinds of ramifications. The trial was 10 percent of it. You can't tell people everything. On the venue issue, for example, the AMA filed motions with the court trying to get the thing moved from North Carolina to Ohio, claiming that they didn't do business in North Carolina. Ed Youngblood and Patty DiPietro both signed affidavits, "We do not do business in North Carolina." Which I simply showed the judge, right here there's a sanctioned AMA event taking place this weekend. And by the way, in the back of the rule book there's two offices, and one of them is my office in North Carolina, and here's $700,000 worth of canceled checks that we wrote to the AMA. What do you think? I think that they do business in North Carolina.

So we have all these claims and of course the suit was filed in September of '96 because it took me that long to find a law firm that (A) I felt had the grasp of it and (B) that I didn't have to pay up front. These guys took a look at it - I'm talking about Martin - they took a look at the case, asked me some questions and said we will on take it on contingency, which, of course, is what I wanted to hear. They had the reputation for being the trial lawyers in western North Carolina and it was a no-brainer. We filed in September of 1996 and the AMA, of course, denied everything, and things have been sort of warming until November of '97. November of '97 is when depositions started. They took my deposition for four or five days and then it started in late '97 and April '98 - they started taking the depositions of the AMA. The trial was originally scheduled for, hopefully, June, July or August. It kept being put off. It was finally done in December. This particular judge has been a judge for 30 years, has an extremely low turnover. He brooks no foolishness. The trial was at 9 o'clock in the morning to 6 o'clock every day. They were very proud of the fact that prior to our case they'd never had a case go over five days, a civil case; ours was six. It was eight days in total, six days of testimony. We ended up with, I think, the seventh-largest judgment in the state of North Carolina in 1998. So it was not an insignificant piece of litigating. The jury found for us on every issue except for the insurance. But that was one of those kinds of questions that has

multiple parts down there. It was unanimous, not only on the six jurors, but the two alternates were also allowed to vote. All eight of them found for us. We were gratified with the result. Their post-trial motions have all been denied. Their attempts to screw with me in the bankruptcy court have now been brought to a halt by the bankruptcy court. That story is a very simple one. They bought a claim for $3000, which gave them standing in the bankruptcy.

Q Did you owe them $3000?

A I didn't owe them $3000. Now I do legally owe them $3000. If I owe it to you and you say, 'Hey, look, I'll sell it to you for $500.' If somebody bought it, I'd owe them $500. It was a legal debt that I had when I filed this bankruptcy. So I filed Chapter 7 bankruptcy first, total liquidation. I came to realize two things about the same time. One was, that meant that I wasn't going to be paying these people. I want to pay everybody, everybody I owe money to. Chapter 7 just calls for straight liquidations.

Q Why did you file for bankruptcy? Legal fees?

A No, no legal fees. Expenses and trying to run a Pro racing series from the get-go without any help. You've got to understand that it's easier to grow than to downsize. Once you've established yourself at this level, publicly, you've taken on all the accoutrements, all the expenses. I've always believed that if you make a deal, you've got to keep it. It meant that I had to pay all those things whether we had the support or not. Staff, rent, insurance, computer programming, motorhome payments. All these things are built up for a certain level of performance; (if) you've got to downsize, it's a lot easier to sell a used car than a used motorhome. Especially if you've mortgaged your soul on it and you're upside down. We've all been upside down. I was upside down on that motorhome. So the cash flow just went. If somebody would've looked at our credit report, they would never have found a late payment. We were perfect, and we were paying for it. But we reached the end of the road. Okay, the handwriting's on the wall. We're going to start breaking commitments here if we just don't do something. We just reached the point where I couldn't do it, I couldn't do any further. Coincidentally, the IRS came to see me the next day, wanted to seize this house I just got. I had a dispute going with them for several years. But we'd made an agreement, and I was supposed to keep making monthly payments. When my income stopped, I had to go back and say, 'Guess what? I don't have any money now, I've already obligated to this, that, and the other, but I've got this lawyer, it may take a few months, but I'll be able to pay you.' So they got impatient and wanted to seize the house.

Q What was your dispute with the IRS?

A It had to do with travel expenses and whether or not we should be taking depreciation on the motorhome or whether or not they would count it as a separate, second home. Unfortunately, our CPA firm wasn't consistent, and I got busted. It started out like a $66,000 issue, now it's more like $70,000. But they did waive the penalties. At any rate, the AMA bought this claim and, as we were going into bankruptcy, I converted from Chapter 7 to Chapter 11, which meant that I could make payments to people, but they couldn't come after me. What we know now, and we didn't know then, they were trying to keep it open in case they lost the case, figuring they could go back into bankruptcy court and do what's called a clam down, which they attempted to do. Right after the judgment and the attorneys fees were all set, two weeks ago the AMA went into court and tried to get us, through the bankruptcy court, to accept $920,000, which would pay off all the creditors and give my attorneys about $250,000. It would give me nothing. In their defense, trying to stop the attorney's fees thing, they said to the federal judge, "Here's proof that we're still trying to settle this case," and he cited it as inadequate. It's not in good faith. Our lawyer wrote a letter back: "Look, you're offering 26 percent, not of what you might get hit for, but what you have been. We're not unwilling to talk, but we've got to get some reasonable offers." Yesterday (February 26), they came up $10,000, to $930,000. I instructed my attorneys to execute the judgment. I'm not being aggressive. In spite of all this history, if somebody from the AMA had called and said, 'Let's sit down and talk,' I would've been willing to have given them terms. I would even, under the right circumstances, if I was convinced there was a new direction at the AMA, (have been willing) to go and put in an extension.

Q At what point did you decide against it?

A Yesterday. They've got until next Friday (March 6) to determine whether or not they're going to appeal. I can't negotiate with myself. If there's nobody there who can make a business decision, then maybe we should try to find a softer landing spot than having this guy come in and take motorcycles out of the museum. Which could happen. It's going to sound threatening, and I don't want it to seem that way. I don't mean to sound that way. But the fact is, they owe me $3 million, and the judgment's getting bigger every day. At some point in time the whole thing is over. What are they going to do? Somebody with a business head ought to be saying, "Maybe we should see if we can get payments out of this guy, maybe we should talk about areas where our companies can work together, maybe we can put this misunderstanding behind us." Maybe we can. But nobody there can make that decision. They're continuing down the same path. Even though the law firm up there may be gone, John Hasty's still operating in North Carolina and a $10,000 increase is probably as good an insult as they could make to that judge and to my lawyers. If they decide to appeal, they'll be an additional year or so.

Q But the judge has to finds grounds to appeal?

A All of these issues are the issues that can be brought up in appeal. The judge dismissed many of them as being without merit. But the evidence is over. Nobody wants to talk anymore about whether so and so told the truth or didn't. It's all a matter now of whether or not Judge Thornburg, in his rulings, allowed in things he should not have allowed in, or did not allow things he should have. I can tell you that about halfway through the second day, virtually every objection the AMA made was sustained, and almost every one we made was overruled. All of them. It was clear. I didn't know at the time. I was upset. I asked my attorneys, "What is going on here? Have we done something to offend the judge?" And what they told me is that he sees how the testimony is going already and believes at this stage that we're going to prevail. And as a result, he's making sure that the record is clean in terms of things that the AMA can appeal. Apparently, this is typical. I didn't know that. So I'm, at this point, very gratified that eight people - an electrician, a beautician, a music teacher, and a computer programmer, a woman whose husband owns a body shop, a housewife, a college professor - they wouldn't know what we were doing here, they wouldn't know a superbike from a motor scooter, and they sat there and listened to all these things, and we're gladdened by that. They may not have understood all the technical aspects of the issue. They understood right from wrong, and they knew when they were lied to.

Q Why did your side win?

A Well, first of all, we had the facts on our side. Just from a simple standpoint, what we said happened, is what happened. Second, we presented it in an easy-to-understand manner. Because every document that we put out was allowed to speak for itself. The other side, every document that was brought up, you had to torture what it said or eliminate or ignore what it said in paragraph three to get what you wanted out of the paragraph. It was just incredible. It was consistently like that. Ed tried to tell the jury that the reason this all started was that they got too many complaints about my motorhome and my Rolex. And as a result they felt that they needed to bring the program in house and set me aside. I was living too high a lifestyle and I'd become aloof. At the board meeting, he asked the board to give me a three-year management contract. They asked him why he was going to pay me a lot of money. Who else made that kind of money? He couldn't answer that. He suggested the board give me half the AMA road race profits for five years.

Q He suggested the board give you half the AMA road race profits for five years...

A ...and give me a three-year management contract. From the minutes. This isn't something that was overheard. This is all written stuff. You asked me why we won? We won because we produced facts that people could see for themselves. It didn't require that they have a lot of confidence in me or the next witness. It was simply here's what happened and here's what's proven. The other side was continuously backpedaling. In the case, John Hasty was reading from a contract; they asked him questions, he changed the words. Ron Zimmerman, who was the former vice president of racing under Youngblood, Maxwell's predecessor - here's a guy reading from a contract, and he's trying to get an answer out of Ron, and he was changing things to get an answer he wanted in court. And he got caught. It happened with both of them, Ed Matto and John Hasty. Matto kept trying to say that the contract that I had with the AMA to start CCS called for us to blend our assets. And he brought this word "blend" up about half a dozen times, and I finally had to say, "I don't find the word in the contract. Can you show me where it is?" Well, it wasn't there. And of course the jury looked at each other. What was this guy doing? It became obvious after a while that they didn't have the facts. When I made that $3 million lease offer, I had dinner that night with (AMA director of competition) Merrill Vanderslice, and he told me that if the AMA took us up on this, then we were going to have an opportunity to put our money where our mouth was, and perform, and that, frankly, I was going to have start recruiting some good people, would he be interested in going to work for us? Merrill got up and testified that I tried to hire him away from the AMA to create my own takeover of road racing. So, was that a lie or his perception of it? Did it leave facts out? Of course it did. I think that's what turned this case for us. These eight people didn't know, they didn't know Ed Youngblood, they didn't know the AMA. They got a story presented from us in a straightforward manner that was backed up by the documents. They got a story presented by the AMA which wasn't backed up by the documents. Every witness that I had was there to tell a story. Every single witness that the AMA had, except for the first guy that showed up and showed some slides about what the AMA was all about, some kind of road rep or something, everybody else was on the AMA payroll. Every single witness they had was getting paid to be there. We won because we were right. We're still right.

Q What would be your ideal resolution?

A What would make sense. First off, having had to go through all of this, I'm not prepared to compromise. We won it - we won it fair and square. As of right now the number is three million, three hundred and some thousand dollars. I don't know what it is. It changes every day. I'm not willing to compromise. I might come off it a tad, but I don't see any reason to do it. If they want to write a check for the whole amount, yeah, we could probably compromise a small bit. I think they probably don't want to do that. The AMA is doing well, but they're not doing that well. I'd think they'd probably prefer to have terms. I don't even want to talk terms. If you run a business, you'd much rather run a business where you can control your cash flow than when you certainly have 25 percent of your assets taken from you. I think that would be a smart business decision to make. Secondly, if I really believed that this time the AMA was going to be as I described it - a benevolent custodian of the sport and not a predatory monster - I think the AMA could use CCS, and I frankly think CCS would benefit from being involved with them. But that would be something to talk about.

Q What about long term? Are you planning on keeping CCS going?

A Oh, sure, as well as NASB. It's what it was designed to be now. It's taken us this long to get there. I don't run a single NASB program where the class isn't sponsored. It's not reasonable that I would take money away from CCS to create a handful of pro races. There's no need at this moment. There's not been a big-enough market for two big pro races. I'm not saying there can't be. I still believe there's somebody, I'm not saying who, but I believe there's somebody out there who could take this sport and make it what it ought to be, and I don't believe it's the AMA because of their structure. I don't think they've got the wherewithal, the mentality, the personnel to do it. But I think there are some entertainment companies that can do it.

Q Did they claim that they owned the Supersport and Harley classes?

A They didn't claim that. They claimed you can't own a class. Of course, (in) Mr. Youngblood's memo he

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Roger Edmondson vs. the AMA

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was okay because we hadn't heard anything. Later that day, I gather there was some communication, albeit very difficult to read, that arrived suggesting there was a problem with the bond and it was subsequently determined that the bond was objected to by Roger's attorneys and the judge accepted those objections. My understanding is that the objection revolved around a signature on the bond. We know that the bond was properly signed. Either the judge saw a copy that he couldn't witness the signature, didn't see the signature or didn't bother to look, I don't know which. There was a question as to whether the bonding company accepted the jurisdiction of the court. It's my understanding that the local rules of the court stipulate that the court has the jurisdiction, and it's not necessarily incorporated in the bond. But, nonetheless, the objection was accepted. So, it's accurate to say that the bond was rejected initially by the court. Subsequently we filed a motion for reconsideration of the bond and simultaneously put in motion the necessary steps to make the bond acceptable to Roger's attorneys. As we sit here today (March 11), I know that the motion for reconsideration was presented to the court. I don't believe any action was taken on it. A new bond application is presented to the court. All of the objections they previously raised have been met. The assumption here is that the court and Roger's attorneys will now find the bond acceptable. As we sit here and speak, there is no lien on our property.

Q Was there ever a lien on the property?

A RR: There has never been a lien on our property. He did not exercise the judgment, and it's my understanding, how I'm informed by the attorneys, that there is no lien until the judgment is exercised, and they haven't done that and they can't do that yet.

Q One of the issues that Edmondson talked about was that the AMA bought a claim against him in bankruptcy court.

A RR: As I understand it, as it was explained to me, Mr. Edmondson filed for bankruptcy after the litigation against the association was filed. At that point, the bankruptcy court became essentially the venue for the control of the litigation against the AMA. For the AMA to be involved and to have a voice and to be noticed on the bankruptcy action, we had to become a creditor in that bankruptcy action. As a consequence, we bought, as I understand it, a small creditor out so that we could receive the advance notice we required to essentially remain in control of our own litigation and to be noted in advance for the issues in our litigation. The AMA did not put Roger Edmondson into bankruptcy. That's a very important element that I think has been, as I understand it, misrepresented in some of the press. Through the course of the association's relationship with Roger, really 10 years, we paid him in the neighborhood of about $3 million for his services and, to my understanding, I'm advised that he ended up in bankruptcy court because he didn't pay taxes on the money that he earned in the course of that relationship. And I think it's unfortunate that the two things merge in this, but we have an interest to protect and the only way that we could do that was to become a creditor in that bankruptcy action, because it has central control over our litigation.

Q It wasn't as a way of basically kicking a guy while he was down?

A RR: It was done to protect the interests of the AMA and its members in a very significant piece of litigation. It definitely had nothing to do with kicking Roger while he was down.

Q Because that's how he thinks it was perceived, and he thinks that the AMA may perceive it that way also.

A RR: It's just not true.

Q Have you retained a different law firm for the appeal?

A RR: Our counsel remains the same.

A GH: And that's a board decision as well. They're the ones that are overseeing the original lawsuit and the appeal of the lawsuit. So, if there ever is to be a change, that would be a board decision. And I'm not saying that there will be, that's just a board decision.

Q Do you think that the instability in the pro-racing department brought any of this about?

A RR: I guess I don't perceive pro racing as being necessarily unstable.

Q The turnover, let's say. There's been quite a lot of turnover in that position.

A RR: No, I don't think it has. I don't believe it has because, as you know, and it's no secret, I haven't been involved in professional racing on a day-to-day basis. We've got, I think, a very strong and professional operation staffing the pro-racing department, and I think they continue to do a good job.

Q Should the AMA be in pro racing?

A RR: Absolutely. In some form or fashion, I think pro racing and the AMA go hand in hand. I think it's the belief of our board and the direction that they see us going that it remain in some way related.

Q But do they have the resources to promote it, market it the way that it needs to be done?

A RR: I believe that the desire and the motivation and the resources are available within the AMA or within Paradama to do professional racing.

Q Does Paradama still exist?

A RR: Yes, it's a subsidiary corporation of the AMA.

Q It seems to have disappeared. What sort of activities have they done recently? How would I see them at a race?

A RR: The AMA pro-racing board, which is in effect Paradama's board, still governs AMA professional racing.

Q They still govern pro racing. And the AMA pro-racing board is, in fact, Paradama's board.

A GH: They're involved with everything: day-to-day operations, marketing, the entire scope of AMA pro racing. It's a subsidiary of the AMA. It's designed as a separate entity with the goal of paying its own way and making a profit. It's another one of those non-dues-income profit centers. It's designed to pay for itself.

Q And it does make a profit?

A GH: It did last year.

A RR: I believe that's true.

Q The AMA's a nonprofit organization. Is there any conflict with Paradama being a for-profit organization within the AMA?

A RR: The AMA is incorporated as a not-for-profit corporation, but we have elements or our business, of our corporation, that do in fact earn revenue. Greg mentioned magazine advertising. We have a new travel department which is set up to earn a profit, and as for pro racing, it's a for-profit subsidiary. The whole purpose, or much of the purpose, of course, is to generate revenue, generate profit of certain elements. It helps up keep the cost of membership low.

A GH: Like I said earlier, half the income comes from non-dues income, not member dues. Half of the income is from membership dues, the other half is from a variety of for-profit operations, and Paradama is one of them.

Q Who's on the board of Paradama?

A RR: As we understand it, and we really need to confirm this, because we don't know this officially, but they met today and, as we understand it, it is the existing AMA board plus Paul Dean, Cary Agajanian and Mark Tuttle. So it'd be a 15-person board - that's the way it's configured.

Q Do they have to decide on every major issue in pro racing? Does everything go through them - motocross, road racing, dirt track?

A RR: I think most boards are designed to provide financial and fiduciary leadership for an organization, with the day-to-day operation left to some professional staff. It would be my understanding, the information that I have from our board is, that's the intent of the Paradama board. Part of that process, of course, is that the board imposes the philosophy and direction of the organization as well and the staff implements and carries it forward.

Q At what point did they come into existence in relation to your relationship with Edmondson?

A RR: It was incorporated in July of 1993. We were doing business with Roger at that time. Paradama itself sort of existed as a shell corporation, and nothing was really done with it until some time later. We were still doing business with Roger through 1993. They did not file tax returns in '93 or '94, so the corporation was inactive in '93 and '94. So we were still doing business with Roger during 1993 and through some of our discussions with Roger in 1994.

Q So it's hard to say what sort of effect that incorporation had on any relationship with Roger?

A RR: Yes, I think that's fair to say. To the best of my knowledge, let's just say it'd be hard to say.

Q Who's Carl Reynolds?

A RR: Carl Reynolds is the AMA board chairman. Carl has come up through the volunteer leadership program within the association and has served on the board for a number of years before he was elected board chairman about three years ago.

A GH: Keep in mind that our structure is six members elected by their representatives in their regions and then the other six are elected from our corporate members and companies and from different levels, from the OEMs down through small mom-and-pop organizations and all in between, and they elect six members as well, and that's what makes up our 12-member board.

Q Is there any way of knowing how much this litigation affected Ed Youngblood's job?

A RR: I don't doubt that it had some impact on him. He was very much involved in it, obviously. But I think to get an honest answer for that, you'd have to ask Ed Youngblood. I wouldn't propose to answer that.

Q Was he voted out by the board or did he resign?

A RR: Absolutely not. One of the unfortunate things that was reported, or certainly implied, and I can sit here and tell you today that before Ed Youngblood ever went to Indianapolis, prior to our board (meeting), he'd informed the senior staff that he was going to step down. It was my understanding that he had given the board, at least Carl Reynolds, some indication of that before he even informed senior staff. So before he even went to Indianapolis, he made the decision to step down.

Q Do you know, did the board actually take a vote of any sort?

A RR: There was no vote taken.

A GH: That's correct. That's what our board has told us.

Q Why did he resign? Has he said publicly why he resigned, aside from the family issues?

A GH: I think it's fair to say he had told us that he was going to step down about a year ago, in a couple of years at that point - he had not determined when. He wanted to step down as president. He wanted to get more involved in other aspects of the association - specifically the museum, which has been one of his projects. I think there's little doubt that this has been an unpleasant experience for him. There's no question. The allegations and the slander that have come up about this I'm sure have taken a toll on him. But it remained his decision to step down. It wasn't demanded by the board, and you can double-check that with the board. And, as Rob said, he notified us at least two days or three days before even going to the board meeting.

Q And his stepping down has no effect at all on the appeals process. There are a lot of people who have speculated that the lawsuit, or a lot of it, is due to a personality clash between Ed Youngblood and Roger Edmondson. By his stepping down, does that change anything?

A RR: I don't think it changes the dynamics of the litigation. It might change the atmosphere in which further settlement discussions might go forward. But I think our board is currently united in pursuit of the appeal. And they'll continue to do that.

A GH: This is legal action. It didn't have anything to do with personalities. It's a straight-up appeal.

Q Does the appeal being filed mean that no settlement will ever be reached, or is that not necessarily the case?

A RR: I believe the appeal is the logical step for us following the lower court decision, following the rejection of our motion for a new trial. The next step for us to protect our interests, we believe, is to pursue the appeal. It's also my understanding that anywhere in the course of this process, if an amenable settlement can be made between the AMA and Roger, then the door is open to do that. I'm advised by my board that we continue to explore settlement opportunities.

A GH: It's important to remember that when the AMA decided to terminate Roger's contract as our race director, settlements went back and forth for a period of time and there were a number of settlement offers. We offered, he countered. What broke that off was when he broke away from us and formed NASB, and went to run his own event using a Superbike class as well as any of the other support classes at a number of traditional locations that the AMA had already been to. At that point, honestly, the negotiations weren't going to be negotiated anymore. It was going to end up in court one way or the other.

Q What he believes is that NASB was actually created as a minor league series which would be run with AMA sanction, a level below the AMA Superbike class. It was originally conceived as that, not as a competing class. And he went to the promoters meeting in Coral Gables and that's where he met those people.

A GH: It's my understanding that he was running head to head with the AMA, running Superbike classes and everything else. I don't know that officially. That's my understanding.

Q And the issue that he didn't pursue was the antitrust. Those issues were dismissed early on.

A RR: I understand that was the court's decision.

Q Right, and that decision was, basically, he believed that the OEMs had decided they would go with the traditional AMA facilities and basically put him out of business by doing that. That was something he decided not to litigate because of, basically, the cost of going out and trying to depose all the OEMs. One of the issues he brought up is that he believes that there's an incestuous relationship between the board, which is all the OEMs, and pro racing. How do you resolve that?

A GH: The board isn't all the OEMs, for one thing. And, again, the board is elected from a group of corporate members. Traditionally, have there been major players from the OEMs on our board? Absolutely, absolutely. Currently there are, too. There's also people like Lamar Williams (of the American Motorcycle Institute). I'm trying to think who else is currently on the board. Mike Buckley (Dunlop) is on the board. Paul Dean has been on the board in the past. He's been chairman of the board.

Q That doesn't affect how the AMA pursues pro racing, that their decisions would be weighted? Basically, the OEMs don't have a choice except to stay with the AMA.

A GH: I think the OEMs can do whatever they want. They can run at any events that they want to run at. I don't see the connection between them being on the board and them having to run AMA races.

Q Because they're on the board, they could put the pressure on the AMA races to be held at these tracks. If they decided not come to Mid-Ohio, for instance, if Honda said we're not coming to Mid-Ohio, basically Mid-Ohio doesn't have the race anymore.

A GH: I guess you'd have to ask the OEMs that. They serve voluntarily on our board. You could look at other series where some of the manufacturers - some of the drag-racing series, for instance, which the Kawasaki runs in. And we have our own drag-racing series, for example. I have a hard time understanding what the connection is.

Q Edmondson had races at Mid-Ohio, Brainerd and Elkhart Lake. He said he had commitments from them. And Michelle Trueman Gajoch was the head of the promoters group. Basically, what he believes is that she was pressured to have the AMA races there.

A GH: I honestly don't know. That's the truth.

Q Is there any way to avoid this in the future?

A RR: I think we'd all like to avoid it in the future. I'd like to think there's ways to avoid it. Whether it has to do with a clear understanding of contractual relationships or whether it has to do with some other measure that the AMA implements. Or it remains as a board decision, AMA pro-racing board decision. Nobody relishes the prospect of expensive litigation.

Q Would the AMA consider entering into a joint venture with another contractor?

A GH: I think that's an answer that the pro board would have to make.

Q And the board approved when Roger came on.

A GH: It depends on when Paradama came on line. I don't know when it was, honestly. Roger came in '89, but the joint-venture agreement started in '93 or '94.

A GH: I don't know, and that's a bone of contention, whether it's a contractual relationship or a joint venture. That's a part of the original litigation.

Q One of the documents which Roger showed me was an internal memorandum from the board, I think it was exhibit 120, in October of '93. It was from Ed to the board and it said Roger had done a great deal of good for pro racing.

A GH: I think we can all agree, you guys have been around it long enough to have seen Roger was a very good promoter. He did very well with amateur road racing. He came to the AMA racing and we to him, early on, and formed AMA/CCS, and it was beneficial. He runs a good program. There's no question about that. But we helped him grow as he helped our amateur program grow as well. I don't think there's any question about that. When the problem arose is when the AMA decided they wanted to go in a different direction for a number of reasons. That's when the negotiations started, and they ended when he formed NASB.

Q The AMA wanted to keep the package that he brought into the races, which is one of the real important points of the lawsuit. He had brought Supersport and Harley and endurance, which he created, basically.

A GH: Which are classes that are run all over the world.

Q But he brought them to the AMA road race program free and clear, not at the expense of any other AMA classes. Which meant that he provided new revenue. These are classes that didn't exist before.

A GH: Unless you want to go back and say Class C racing originated as production-based racing. I'm not arguing the point. I understand what you're saying.

Q You can't really say that only because you can go to the races and point to how many entries there were, basically, and how it grew. So his contention is that the AMA decided that they now wanted all the revenue, from basically the whole thing.

A GH: Roger brought elements to the table, the AMA brought elements to the table. The AMA had 70 years of history. They had professional racing that's gone on that long. They had the structure, and Roger brought something to the table. That's why, from the get-go, at the termination of this, there's been attempts to settle it. That's really the honest bottom line. I would just add, and I think it's important, you guys have seen what's been on the Internet. There's been a real interest from this whole thing being tried on the Internet. We aren't going to try it on the Internet. The AMA's going to try it in the appeals court, and we're going to report on what happens in the appeals court. And that's really the best we can do, the best we can say.

Q What about the question of TV revenue? That Roger was denied TV revenue?

A GH: I don't know this issue, and I don't think you (Rasor) do either. If you want, we can check that for you.

Q He makes the point that the AMA was getting TV revenue, and that he didn't find out about it until he got to court.

A GH: A lot of things came out in court. Roger didn't tell anybody he was in bankruptcy and hadn't paid taxes. And all that came out as well.

Q Part of the bankruptcy was caused by forming NASB, having to run the series and spending all his money.

A GH: Isn't it your understanding that in the midst of operating as a manager of our pro-racing series, when things were going well together, and then just making a great deal of income year after year, well before NASB was being formed, he wasn't paying taxes?

Q What he had said was, one of the main issues, was depreciation of his motorhome.

A RR: It's my understanding that one of the principal creditors, the principal creditor in the bankruptcy credit, is the IRS. The IRS becomes a creditor when you don't pay taxes. It's our understanding that in the course of the relationship with the AMA, when we paid him, as I understand it, in excess of $3 million, there was no taxes paid on this money, and that's why he's in bankruptcy.

A GH: Or there weren't enough taxes.

A RR: The information that I have suggests he's in bankruptcy because of something he did, not because of something we did.

Q What he said was that he grew too big too fast and that he was just paying out more money than he had. And he said he ended up with more debt than he could actually handle.

A GH: I think we had a successful relationship. I mean, remember, not long ago there were, what, 1100 entries down here at Daytona, AMA/CCS. It's beneficial. I don't know what his numbers were this past weekend, but we had a relationship. We don't have it anymore.

Q Is there any possibility you could ever have the same relationship with Roger?

A GH: Again, I think that's a pro board decision.

Q He said that the AMA needs CCS, and it's hard to dispute that. The AMA doesn't have any amateur series.

A GH: Did he say CCS needs the AMA?

Q Well, yes.

A GH: Well, again, I think it really is a board decision.

Q Has there been a lot of member reaction to this?

A GH: Well, yeah. I mean we're trying to respond to the individual members that are contacting us. And we're trying our best to tell our side of it, but, again, if there's a number of specific questions they want to know, a lot of it is tied up in our appeal process. Our lawyer tells us not to say anything. By talking to you guys and by posting stuff on our web site and in the magazine, we're responding the best we can.

Q Have you lost any members yet?

A RR: I think it's probably too early to make a substantive response to that. We get a membership report once a month, and we do a tally. This has really been in play, just short of what? Right about two months. It's probably too early to say that we have. Whether we will in the long term or not, it remains to be seen. We hope we don't. When all the facts are on the table, we hope our members will understand how we came to this decision, how we defended what we believe was our position. The same way that we defend their interests. We have obligations to defend the association's interests.

Q When members say, "This isn't how we want our membership dollars spent"?

A GH: We were asked about that earlier. The court decision isn't insured. It's programmed into the budget. We placed a certain amount, I guess it's the full amount, which we think is going to be overturned in the appeals court.

A RR: Your question's legitimate. And as I understood your question, basically, what's our members reaction to how this money's being spent? I don't think any organization, whether it's a private corporation or a membership association, wants their resources spent on defending litigation, litigation that we don't believe was warranted in the first place, and we had to spend a good deal of money to defend our position. We'll continue to defend that position because we think that the decision of the lower court was incorrect and we believe that, when they reach the appellate court, the decision will be overturned, and we're confident that if it's not overturned that, perhaps, in the process it might be settled for a substantially less amount of money. To follow up what Greg was saying, we're

Continued on page 43

Round 2: Paradise Park

AMA WISECO/YAMAHA/DUNLOP/FMF/MOOSE GRAND NATIONAL CROSS COUNTRY SERIES

Watts on TOP

By Geoff Meyer

MACON, GA, MAR. 7

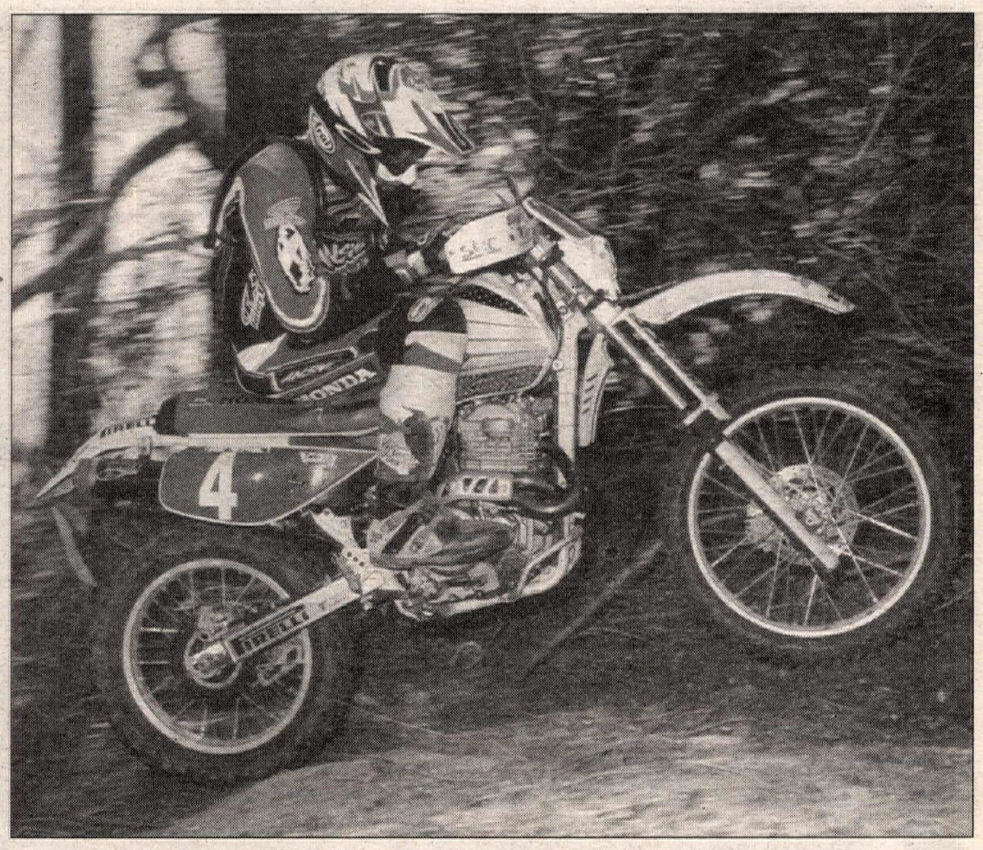
Twenty-two-year-old Australian Shane Watts continued to dominate the Grand National Cross Country Series with his second win in less than a week. Watts made the rather technical 10-mile Paradise Park course look anything but difficult, as he not only won but did so with time to spare. Cutting through the thick forest 50 miles south of Atlanta, Georgia, with seeming ease, the Aussie is certainly headed in the right direction in his quest to win his first GNCC title.

"My main aim is to have fun," Watts said. "If I can ride the way I have been riding, then I want the GNCC championship and the Hare Scrambles title. These guys are great riders I'm racing against; maybe I've just been a little lucky. Last week in Florida (where he won the opening round of the series), I was really riding great, but today I got a little lucky."

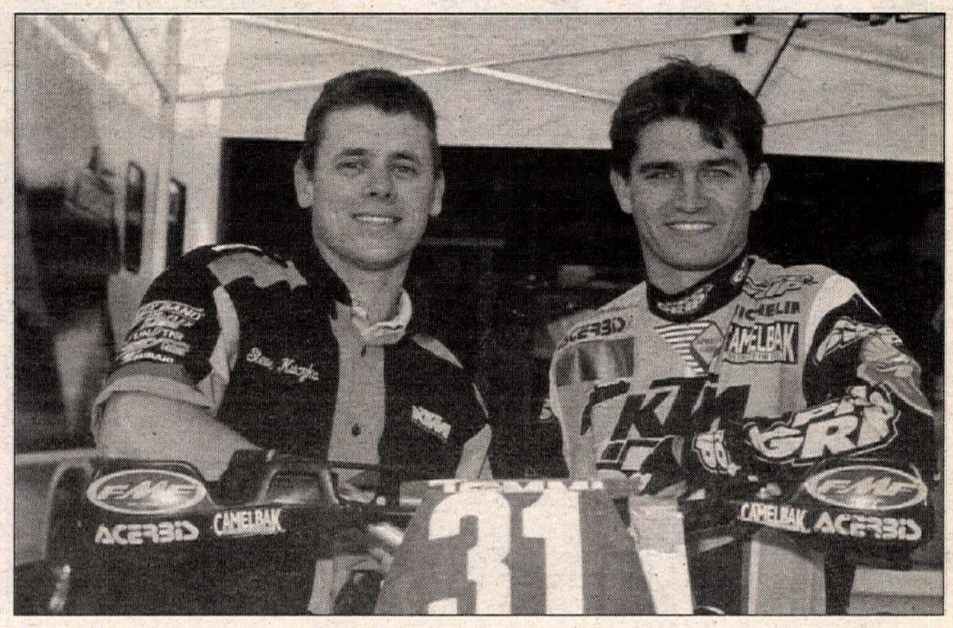
Luck did, in fact, play a small roll in Watts' win, but no one can deny that fast riding put him in the right position to take advantage of any good luck thrown his way. For all intents and purposes, from the moment Watts decided to go for the win, his rivals were history.

"My aim was to get to the front and go hard," Watts said. "That is always my plan. It worked out that I did not have too much trouble with lapped riders, and that helped me a lot."

(Left) Australian Jeff Watts followed up his win at the GNCC series opener in Florida with another victory in Georgia. Once again, Watts smoked the field on his 125cc KTM.
(Below) Defending champ Rodney Smith (1) rebounded from first-round mechanical problems with a second-place finish in Georgia.



(Left) Paul Edmondson led for much of the race before crossing the finish line in third. (Above) GNCC icon Scott Summers powered his Honda XR600 to a fourth-place finish. (Below) Watts (right) and his tuner Steve Kuczko.



The second round of the GNCC series was played out in a beautifully scenic area, and with the Paradise Park course in great shape, everyone expected a very, very close battle. The dust-free course and excellent conditions had multi-time GNCC title winner Scott Summers more than impressed.

"It's a great setup," Summers said. "I would guess this is one of the most technical rounds we have had in the GNCC series for some time, and the dirt is very good: not too muddy and not too dry."

When the Pro riders charged out off the start line and accelerated out of the first tight left-hand turn, Great Britain's Paul Edmondson shot his Suzuki into the lead (it was his second holeshot in as many races), and his teammate Steve Hatch was right on his rear fender. Watts powered his 125cc KTM into third, while defending series champion Rodney Smith found himself in big trouble.

"I just crashed all by myself," said the Suzuki-mounted Smith of his rocky start. "I was not in a bad position when it happened - about sixth place - and then I was dead last. That made it difficult."

Summers was also in trouble.

"Another bad start," he said. "I was 10th or 15th or something like that. Those two-strokes get away from me every time. I was a long way back, and, on this course, catching is difficult."

Summers began his race in 12th.

While Edmondson looked cool and calm up front, it was Hatch who was on the move, and he eventually slid past his teammate, taking over the number-one place following some serious riding in the narrow forest area. Meanwhile, Watts, still in third, seemed to be taking his time, taking notes, and watching how things were taking shape up ahead of him.

Coming around at the end of lap one, it was Hatch leading the way, followed by Edmondson, Watts, former GNCC champ Fred Andrews, and Yamaha-mounted Randy Hawkins, who rounded out the top five.

The racing action was close, as Watts started looking for some breathing room, but he would have to wait, as another Suzuki rider appeared out of the dust. Smith, who had crashed earlier, had passed several riders and was gunning for the lead.

"I really gassed it," Smith said. "It was not easy passing the guys, but I knew I had to make up some time, and, within the first section on lap two, I was with Watts."

Sure enough, Smith passed Watts, and then Edmondson, and finally Hatch. At this point, it was a Suzuki 1-2-3, with Watts still sizing things up in fourth place.

Finally, Watts decided it was time to make his run for the lead.

The Aussie opened up the throttle and forged into the lead. Through the treacherously narrow forest sections, Watts used lapped riders to his advantage, putting more distance between his little 125 and the rest of the pack.

"I was screaming at them," Watts said of the slower traffic. "They don't have eyes in the backs of their heads. I just wanted to let them know I was coming."

Edmondson followed Watts for some time in the forest section and was impressed with the Australian's passing moves.

"He did it perfect," Edmondson said. "Nothing dangerous, just great riding. He really has been on fire this week. He was picking his places perfect."

Summers, meanwhile, was showing off some slick moves of his own as he fought his way through traffic and into the sight of the top four riders.

"I caught Fred (Andrews) and passed him," Summers said. "Then I caught Hatch and passed him; then I caught Edmondson and passed him."

Unfortunately for Summers, his drive to the front would all be for naught.

"As I came nearer to Smith, my brakes stopped working," Summers said. "I had cooked them. This course is so technical that I really had to use a lot of brakes, and I eventually cooked them. For the last part of the race, I had no brakes at all. I was lucky to keep with the faster guys. I was really slow."

Smith, as it turned out, was also experiencing troubles of his own.

"I really worked so hard in the first few laps trying to get to the leaders that I was burned out near the end," he explained. "I could not keep with Watts. I would catch a little and lose a little. The lapped riders did not help."

During the last three laps, Watts gradually pulled away from the tiring Smith and put on a show for the small crowd as he whipped his KTM sideways on the supercross-style sections of the course.

"I was having a lot of fun," Watts said. "Everyone wants to be a supercross hero, and I'm no different. I want to come back and do some laps on that section for sure. I just want to have fun."

Watts, punching the air with his fist, crossed the finish line some 29 seconds ahead of Smith, who was another 24 seconds ahead of Edmondson.

Edmondson slipped past a brakeless Summers, but he did have a small stumble along the way.

"I crashed into a lapper and Scott (Summers) got by," Edmondson said. "I didn't give up, though, and I got him back. I'm happy with third place. I have finally learned the meaning of the word 'consistent.' I've got to say, though, third place is not what I was looking for."

Summers - cooked brakes and all - limped home in fourth, followed by one-time leader Hatch.

After the race, Summers had some words to say about Watts.

"He has showed us all that he can win anywhere in the world," Summers said. "He's kicked our butts, no doubt about it. I'm happy for him; he's a good guy."

Watts, a quiet achiever, played down his recent success.

"I rode great last week," he said. "This week, maybe I was a little lucky how it all turned out. But I know these other riders are great riders, and I'm not taking anything for granted." CN

Paradise Park
Macon, Georgia
Results: March 7, 1999 (Round 2 of 13)

O/A: 1. Shane Watts (KTM); 2. Rodney Smith (Suz); 3. Paul Edmondson (Suz); 4. Scott Summers (Hon); 5. Steve Hatch (Suz); 6. Fred Andrews (Kaw); 7. Michael Lafferty (KTM); 8. Randy Hawkins (Yam); 9. Duane Conner (Suz); 10. Scott McLaughlin (Yam); 11. Joel Dengler (Suz); 12. Steve Leivan (Yam); 13. Jason Raines (Kaw); 14. Blair Bersano (Suz); 15. Luke McNeil (Yam).

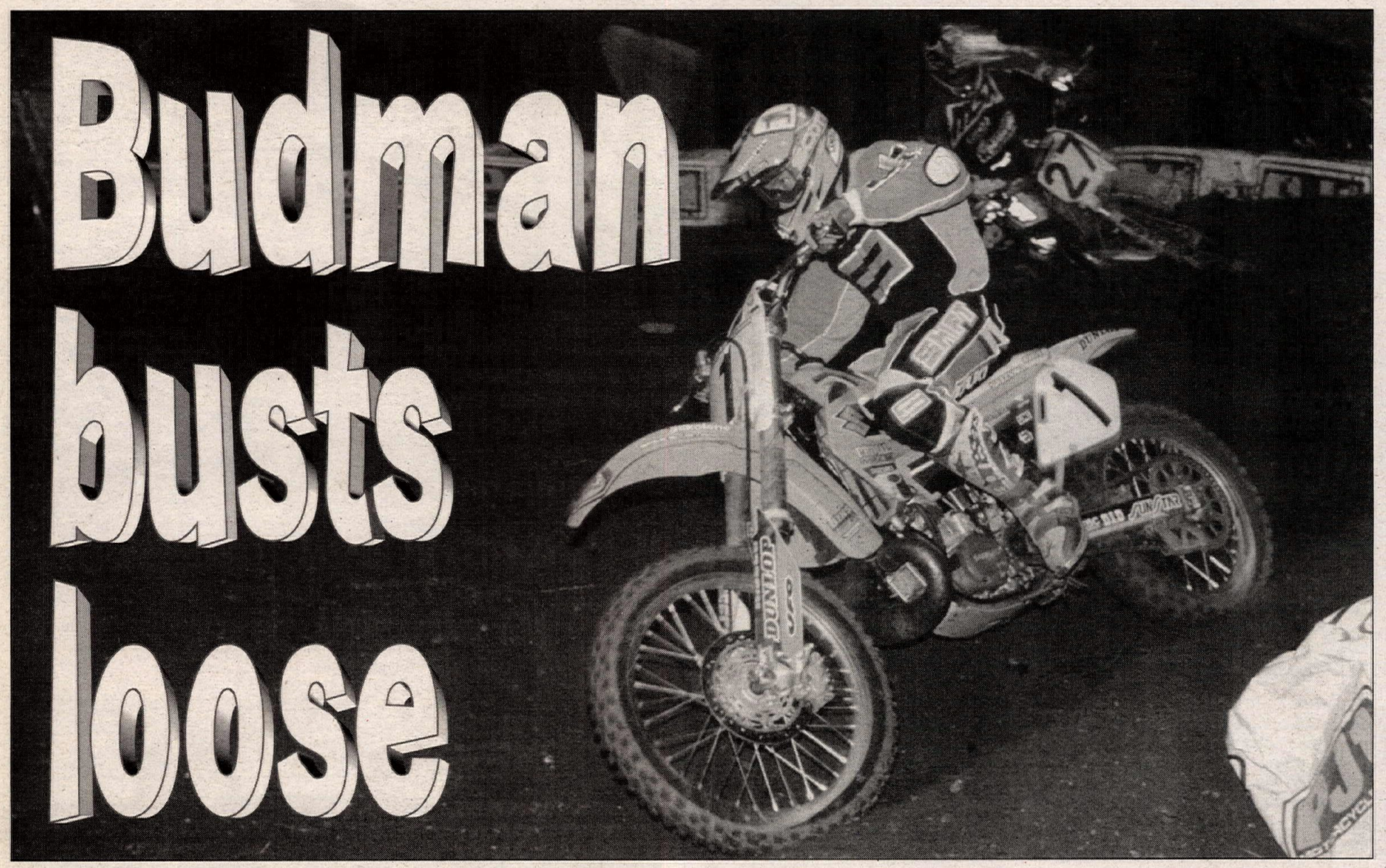
AMA GRAND NATIONAL CROSS COUNTRY SERIES POINT STANDINGS (After 2 of 13 rounds): 1. Shane Watts (40/2 wins); 2. Paul Edmondson (37); 3. Steve Hatch (32); 4. Mike Lafferty (31); 5. Joel Dengler (22); 6. Rodney Smith (19); 7. Jim Jarrett (18); 8. Scott Summers (17); 9. Jason Raines (17); 10. Fred Andrews (15); 11. Brian Brown (15); 12. Chuck Woodford (14); 13. Randy Hawkins (13); 14. Doug Blackwell (13); 15. Duane Conner (12).

Upcoming Rounds:
Round 3 - Cross Keys, South Carolina, March 21
Round 4 - Hurricane Mills, Tennessee, April 11

Rounds 29 & 30: Memorial Coliseum

AMA/PJ1 NATIONAL ARENACROSS SERIES

Budman busts loose



By Clay Light
Photos by Pam Pearson and Light

PORTLAND, OR, MAR. 5-6

When the smoke had cleared at the Memorial Coliseum in Portland, and all of the weekend's mud-flinging had passed, Buddy Antunez had finalized two consecutive evenings of total domination.

For the second week in a row, the Shift/Primal Impulse/Bill's Pipes-backed rider totally trounced the competition, taking four wins to top the 125cc and 250cc classes in both nights of racing. Antunez's victories took him to a record eight consecutive wins in the series and a total of 18 wins on the season. That late-season surge, coupled with the bad luck suffered by key players Jeff Willoh and Cliff Palmer, has put Antunez in the driver's seat in the championship point standings, as he leads the series with 981 points, 116 ahead of Thor/Honda/Tuff-sponsored Jeromy Buehl, who has 865. Buehl's teammate Denny Stephenson is third with 809.

It was Stephenson with the next-best performance in Portland, landing on the podium in all four main events. The Nebraskan was third in Friday's 125cc main behind KTM's Lance Smail, and third again behind second-placed Smail in the 250cc main. Saturday, Stephenson made it to second in the 125 and 250cc main events. Smail, who had previously only contested two events thus far in the series, made it to the podium one more time, in the 250cc main on Saturday.

With a two-week break in the series before heading to San Jose, California, Antunez isn't ready to let his guard down, despite his points advantage.

"I'll keep working out and stay focused," Antunez said. "Now is not a time to relax because of the advantage, because anything could happen. Yeah, the streak is nice, especially this time of the season."

(Above) Buddy Antunez extended his winning streak to eight by sweeping the Portland Arenacross.
(Left) Lance Smail went 2-2-11-3 over the weekend.

FRIDAY

Antunez got out ahead of KTM's Smail and Ohio's Greg Rand in the 125cc final, followed closely by the series' number-two rider, Chad Pederson, and SMP's Mike Jones, Canadian Doug DeHaan, and Stephenson, who had gotten off to a slow start.

Right from the get-go, Antunez had Northwest favorite Smail to contend with. Smail was using a variety of different lines on the moist, clay-based course, lines that would change with each lap as he tried to keep Antunez in sight, much to the joy of the cheering but cold crowd of around 5500.

Rand, riding the Kawasaki of Carrollton-backed KX, ran a close third and led Jones and then Stephenson, who had turned in an incredible three-lap charge to close in on Jones. Buehl, who also gated poorly, followed his teammate through traffic and ran in sixth, and then gained ground on Jones when Stephenson tangled with a lapped rider and went down.

By the midway point, Antunez held a decent advantage over Smail, who had a similar margin on Rand. Stephenson mounted yet another charge to not only catch up to both Jones and Buehl but quickly overtake the pair.

At the front, Antunez was unaware that Smail had clawed his way back into contention, and Smail did give Antunez a scare late in the 16-lap final, but he could never close the gap. Smail got a similar wake-up call from his pursuer when Stephenson cut inside him with just two laps to go. But Stephenson got caught in a rut and lost ground, allowing Smail to turn in his best performance of the season with a second-place finish.

"The line kept getting tighter and tighter," Stephenson said. "I got caught

in a rut. It must have caught my handlebars, and that's what kept me from getting around Lance. Hey, those guys were hauling ass. I really like riding with them."

Antunez's win - his fifth in a row - netted him the first of four $1200 paychecks on the weekend. Behind him came Smail, Stephenson, Rand, Jones, Buehl, DeHaan, Nathan Woods, Kris Rourke and Jim Chester.

"I knew I had a pretty comfortable lead," Antunez said, "so I was really careful about going through the lapped riders when Lance started to gain on me."

In the 250cc main, Antunez started from the far outside line and timed the gate perfectly, getting out ahead of Smail, Stephenson, Pederson, Jones and Buehl in the 20-lap feature as he cut across the front of the entire pack, charging to the inside for turn one.

Antunez built up a solid advantage right off the bat and left the fighting to Stephenson and Smail. Further back, Jones was making up ground on Smail but had an encounter with a lapped rider - a scenario that would wreak similar havoc with all the front-runners on the weekend - and crashed. Jones got rolling again, but he faltered once again to crash in the rutted whoop section, and he backed off the pace.

Pederson, making a comeback after an injury-induced layoff, was showcasing his best performance of the evening while running fourth behind Antunez, Stephenson and Smail, but ahead of Illinois' Tom Hofmaster, Rand and Buehl.

Antunez, meanwhile, saw a late-race challenge from Smail, who had finally shaken off Stephenson, but the battle never materialized, as lapped riders slowed him down.

Antunez rode to his sixth consecutive win to cap off his sweep of the evening's festivities. Smail was second, with Stephenson, who had a close call late in the final when he crashed in the whoops but got going again, finished third. Pederson was fourth, followed by Hofmaster, Rand, Buehl, DeHaan, Chester and Rourke.

Jones won the spectator-funded Dash For Cash, pocketing $500, and then returned later to top the Jump-Off contest for another $500.

SATURDAY

The familiar Suzuki of Antunez was back out in front of the field in the 125cc final, this time in front of an enthusiastic crowd of 8000. He led Stephenson, Chester, Buehl, Hofmaster and Pederson on the first of 16 laps of the slightly altered course.

By the third lap, Antunez had checked out, while Stephenson still led Chester. However, Chester's strong ride came to a premature halt when the Suzuki of Gastonia-backed rider clipped a hay bale and lost seven places. This moved Buehl into the number-three spot, behind his teammate Stephenson. Hofmaster, Rand, Jones and Smail gave chase, though Smail would later tangle with DeHaan and begin a gradual descent through the pack.

Positions at the front remained the same, and Antunez took the win ahead of Stephenson.

"Denny and I got out front together early," Antunez said. "I know he was waiting for me to make a mistake, but I didn't. Usually, lapped riders don't work to the leader's advantage, but this time they did."

Buehl got the nod for third, a position he fought over with Hofmaster several times. Rand was next, with Jones, Chester, Pederson, Rourke and DeHaan filling out the top 10.

"Last night wasn't very good for me, but we're staying right there in points right now," said Buehl, who sits in second in the point standings. "I'm pretty happy with third."

The weekend's final race was the highly anticipated 250cc main. Stephenson, again the top qualifier, chose the inside position of row one, but he had Antunez right beside him. Stephenson got the jump in front of Jones and Antunez, with Smail, Hofmaster, Rourke, Chester, DeHaan and Buehl in tow.

Antunez's win streak looked to be in jeopardy, as Stephenson had built up a solid lead over Jones and Antunez by the second lap. Jones, hindered by a nagging neck injury, succumbed to the champion's charge in the whoop section, and Antunez then set his sights on leader Stephenson.

By this point, Stephenson was enjoying a lead that was as much as the entire whoop section, while what would have been Jones' best performance of the weekend was derailed when he hit a hay bale and lost several spots.

Buehl began a spirited charge to move up on the third-placed Smail, but Smail held him off.

Antunez closed in for the kill with seven laps to go, and with the leaders approaching the heavy traffic in the whoop section, Antunez narrowed the gap with each circuit, while Stephenson struggled to stay upright as backmarkers balked him.

With three laps left, Antunez capitalized on the heavy lapped traffic to take the lead; Stephenson, unfortunately, had his line taken away from him and thus lost the lead and any chance for victory.

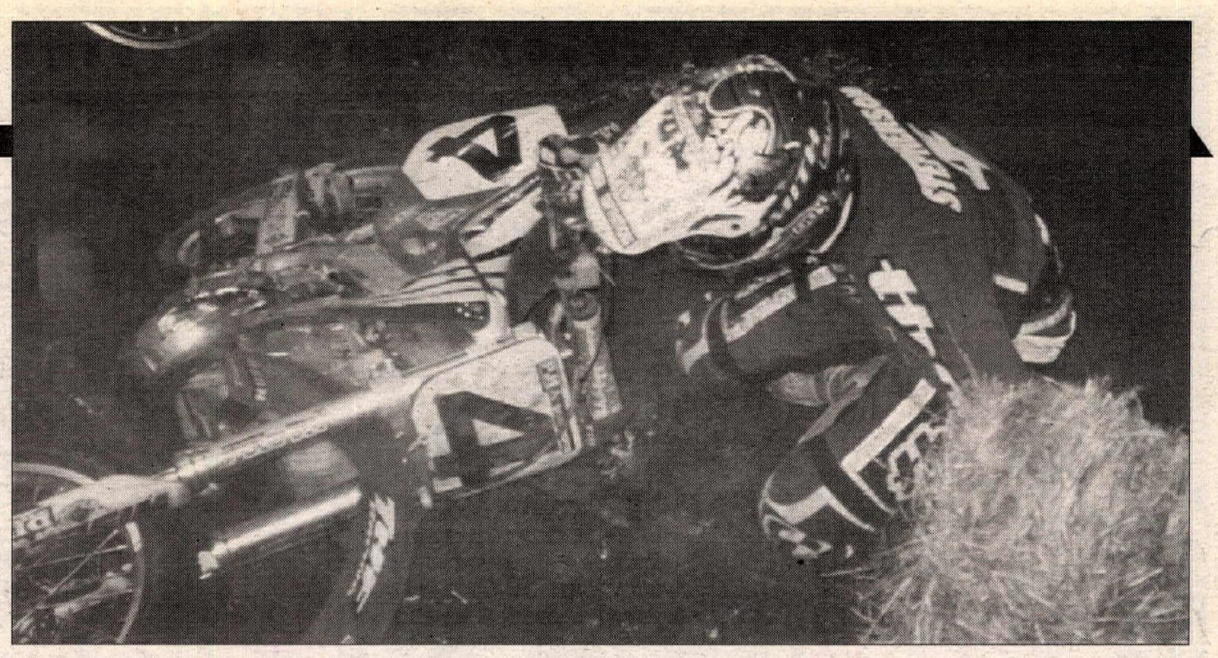
Antunez was jubilant as he crossed the line for the win, his second consecutive four-race sweep. Stephenson finished the evening with a pair of second-place finishes, ahead of Smail and a slightly dejected Buehl, who finished fourth, losing more ground to points leader Antunez.

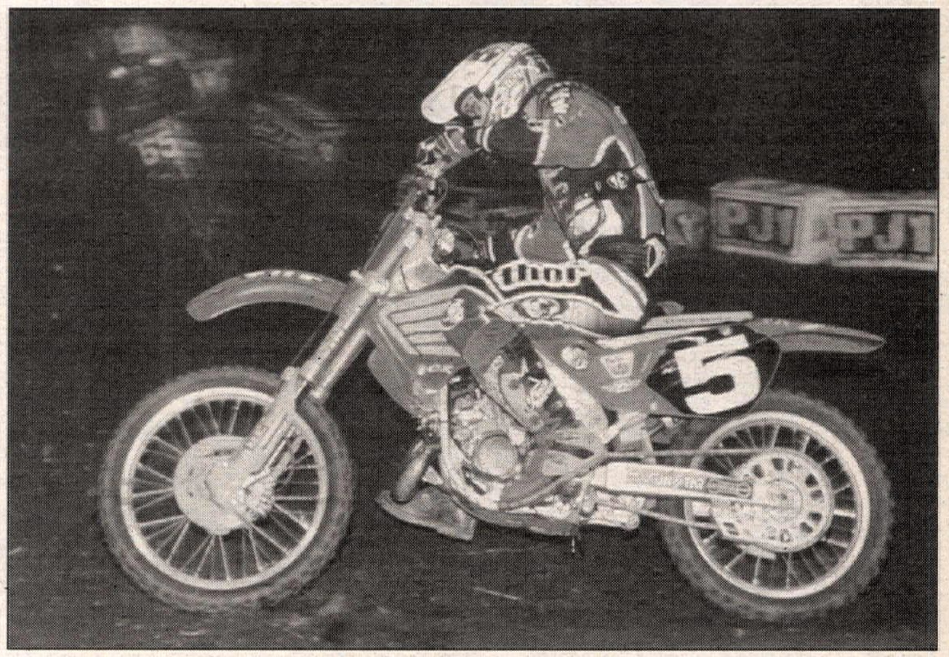
Jones rallied to finish fifth, ahead of DeHaan, Pederson, Hofmaster, Oregon's Dustin Lenaburg, and Chester.

"I felt really strong out there," Stephenson said. "But I got in a pack of six lappers and couldn't come out of it, but Buddy did. He's just been riding flawless all weekend."

"Man, I was content with second," Antunez said. "I didn't think that I even had a chance to run Denny down. I got a good jump off the line, then kept in on the whole time, hoping for Denny to make a mistake. Then things just sort of fell into place for me."

Though it wasn't one of Jones' best weekends, it wasn't a total loss, as he won the Dash For Cash, worth $890, and the Jump-Off contest, which earned him another $500. CN





(Right) Despite this fall, Denny Stephenson had a strong weekend in Portland, going 3-3-2-2. (Below) Mike Jones turned in a couple of good rides, but he continued to rule the Jump-Off contests. (Bottom) Jeromy Buehl had his best finish Saturday night when he took third in the 125cc class.

Portland Memorial Coliseum
Portland, Oregon
Results: March 5-6, 1999
(Rounds 29 & 30 of 34)

Friday

125 PRO: 1. Buddy Antunez (Suz); 2. Lance Smail (KTM); 3. Denny Stephenson (Hon); 4. Greg Rand (Kaw); 5. Mike Jones (Kaw); 6. Jeromy Buehl (Hon); 7. Doug DeHaan (Kaw); 8. Nathan Woods (Yam); 9. Kris Rourke (Yam); 10. Jim Chester (Suz); 11. Cory Bauder (Yam); 12. Tom Hofmaster (Suz); 13. Tony Graves (Yam); 14. Paul Conner (Yam); 15. Chad Pederson (Suz).

250 PRO: 1. Buddy Antunez (Suz); 2. Lance Smail (KTM); 3. Denny Stephenson (Hon); 4. Chad Pederson (Suz); 5. Tom Hofmaster (Suz); 6. Greg Rand (Kaw); 7. Jeromy Buehl (Hon); 8. Doug DeHaan (Kaw); 9. Jim Chester (Suz); 10. Kris Rourke (Yam); 11. Cory Bauder (Yam); 12. Mike Jones (Kaw); 13. Tony Graves (Yam); 14. Robert Holtgrew (Kaw); 15. Ryan Hagemann (Yam).

DFC: 1. Mike Jones (Kaw); 2. Buddy Antunez (Suz); 3. Denny Stephenson (Hon); 4. Chad Pederson (Suz); 5. Jeromy Buehl (Hon); 6. Greg Rand (Kaw).

JUMP-OFF: 1. Mike Jones (Kaw).

Saturday

125 PRO: 1. Buddy Antunez (Suz); 2. Denny Stephenson (Hon); 3. Jeromy Buehl (Hon); 4. Tom Hofmaster (Suz); 5. Greg Rand (Kaw); 6. Mike Jones (Kaw); 7. Jim Chester (Suz); 8. Chad Pederson (Suz); 9. Kris Rourke (Yam); 10. Doug DeHaan (Kaw); 11. Lance Smail (KTM); 12. Dustin Miller (Yam); 13. Kenny Bell (Yam); 14. Nathan Woods (Yam); 15. Cory Bauder (Yam).

250 PRO: 1. Buddy Antunez (Suz); 2. Denny Stephenson (Hon); 3. Lance Smail (KTM); 4. Jeromy Buehl (Hon); 5. Mike Jones (Kaw); 6. Doug DeHaan (Kaw); 7. Chad Pederson (Suz); 8. Tom Hofmaster (Suz); 9. Dustin Lenaburg (Suz); 10. Jim Chester (Suz); 11. Brian Slegers (Kaw); 12. Kris Rourke (Yam); 13. Jason Mathews (Yam); 14. Ryan Hagemann (Yam); 15. Greg Rand (Kaw).

DFC: 1. Mike Jones (Kaw); 2. Denny Stephenson (Hon); 3. Greg Rand (Kaw); 4. Jeromy Buehl (Hon); 5. Tom Hofmaster (Suz); 6. Lance Smail (KTM).

JUMP-OFF: 1. Mike Jones (Kaw).

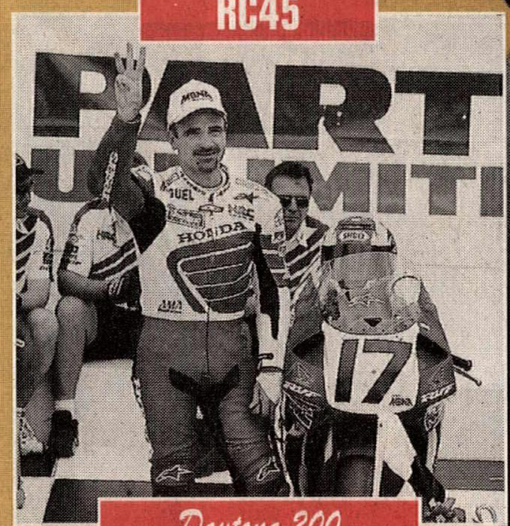
Upcoming Rounds:
Rounds 31-32 - San Jose, California, March 20-21
Rounds 33-44 - Salt Lake City, Utah, March 27-28

the all-new Honda CBR®600F4. If any further proof was needed about the F4's racing ability, Erion Racing's Kurtis Roberts and Nicky Hayden provided it by riding their F4s into second and fourth place, respectively.

But Duhamel wasn't finished yet. Two days later, he was helped on to his Honda RC45™ and piloted it to victory in the fastest Daytona 200 in history. He averaged a record 113.469 mph to take home his third Daytona 200 win.

All in all, it was an amazing feat. But for a man who could barely walk it was unbelievable.

RC45



Daytona 200

HONDA
The Red Riders

www.HondaRedRiders.com ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. Obey the law and read your owner's manual thoroughly. Pro Honda,™ CBR® and RC45™ are trademarks of Honda Motor Co., Ltd. ©1999 American Honda Motor Co., Inc. (3/99)

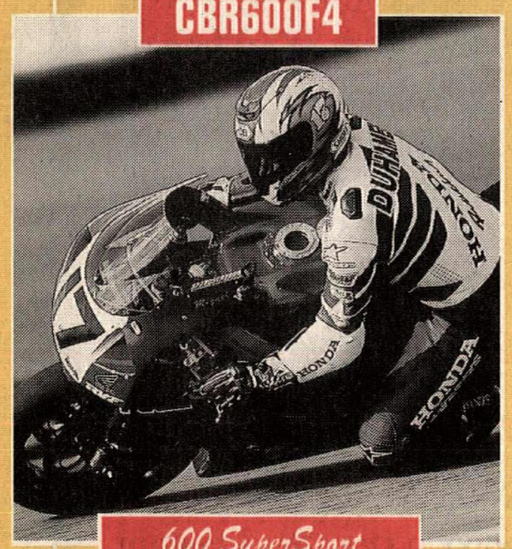
BELIEVE IT.

The Ride Red Race Report

March 4-7, 1999

In Daytona, Miguel Duhamel takes two trophies with one good leg.

They said it couldn't be done. A mere eight months after a devastating injury that left Duhamel unable to walk without crutches, he rode to his fifth victory in the Pro Honda™ Oils 600 SuperSport in Daytona.



What's even more unbelievable is that he did it on a motorcycle that the sporting press considered better suited for the street than the race track,

Miguel Duhamel celebrates two unbelievable victories in Daytona.

Round 2: Desert Mountain National Enduro

AMA/ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES

Ditto for Davis

Ty Davis ruled the Arizona desert, winning round two of the AMA National Enduro Series.

By Cameron Coatney
Photos by Chris Lockett

LAKE PLEASANT, AZ, FEB. 28

Ty Davis rode to his second win in as many tries after round two of the AMA/Acerbis National Championship Enduro Series made its annual stop in the Arizona desert for the Desert Mountain National Enduro. Davis rode his Montclair Yamaha/Moose/Acme Suspension YZ250 to the lowest score of 34 even though he was still not fully recovered from a serious bout with heat exhaustion incurred the week before at the Laughlin Hare Scrambles. After electing not to head out to Florida's Bike Week to take part in the opening round of the Grand National Cross Country Series in Okeechobee or the famed Alligator Enduro, Davis was pleased he could give Yamaha some sort of win.

"The win feels good because the competition was really tough since there were about eight guys who could've won it," Davis said. "It's nice when a series like this comes out here to the West and I can win the first two. I don't plan on riding the rest of the series, and that's too bad since it's one of the series I'm doing best in - I DNFed the first race of the hare and hound series and didn't do too well at the Laughlin Hare Scrambles, either."

Even with a small but confusing timing problem (the key, or start time, was four minutes faster than the clocks at the checks), the Arizona Trail Riders put on a tough, two-loop, 82-mile enduro that was extremely tight, rocky and dusty. Cactus-strewn terrain combined with tiny goat trails on the ridges and hillsides kept all of the riders on their toes - especially the C-class riders, who *only* had to ride the brutal first loop.

Finishing second on the day four points behind the leader was Colorado's Kelby Pepper. The Apex Yamaha/Hyper Sports/Pro Circuit/MSR-supported rider, who plans on chasing points in the National Hare Scrambles Series this year, hung right with Davis for most of the day.

"The race went pretty smoothly for me," Pepper said. "I was a little confused for the first few checks since the clocks were all wrong, and it got everybody off to a bad start since it took us a while to figure out where we were, scorewise. But I knew going into the last loop that Ty and I were pretty much tied, so it all came down to the last section."

Two-time and defending National Enduro Champion Mike Lafferty finished third overall on his KTM Sportmotorcycle/Moose-backed 250 E/XC with a 40-point scorecard.

Riding AA for the first time, Team Green/Pro Circuit/Acerbis/Scott-backed Destry Abbott rode to a fourth-place finish with a score of 41. The Peoria, Arizona, resident made the 30-minute trip worth his while.

"When I got home and someone told me how well I did, I was actually really surprised," Abbott said. "I didn't think I did that well, but I know other people were having problems, too. The day started out really well, but the time-keeping problem really disturbed me. Then, about 20 miles into it, I started having problems with my computer when the wires came loose and it stopped working. Then I blew a check, and that upset me because I knew if I wanted to win it, I couldn't do stuff like that.

"At the halfway point I got my computer working again and it got tougher, but I just wasn't on," Abbott continued. "Davis was on the minute behind me and was riding really good and passed me. From that point on, I just put it on survival mode so I could finish. The bike was working good, but I just thought I could have ridden a lot better than I did."

Desert ace Nick Pearson trekked over from Las Vegas, Nevada, to finish a creditable fifth overall in only his fifth enduro ever. The KTM/Moose/Pro Circuit-supported rider turned in a 43-point card and took the overall win in the A class.

"The race was nice and tight and I like the way they set up the course, but the checks being off on time had me guessing whether I was doing good or not," Pearson said. "Then I blew a check right before the gas stop when I missed a reset, and that cost me like seven points. When I came into the pits, I heard that everybody else was off on time, so when I compared cards, I saw that I was doing pretty good. After that, I rode pretty well and had a good, fun ride."

Halfway into the second loop, things went south for Nick Pearson's brother Russ while the KTM/Moose-backed rider was running well inside of the top 10. His hope of improving upon his stellar third-place finish from the series opener in Coalinga, California, was out of the question.

"He went off of the trail right in front of me and there was a 20-foot cliff below," Nick Pearson said. "He hit his bars on this big cactus and it sent him off. I almost went off right behind him but saved it. He had to wait for two big guys to come and help get his bike back up to the trail. He was pretty much out of it after that."

Russ Pearson eventually ended up 15th overall with a score of 67.

Yamaha/MSR/White Brothers-sponsored Randy Hawkins finished sixth with a score of 46.

"I rode okay, but I kind of struggled in the morning," Hawkins said. "It just took me a while to get going. Those conditions out there are some of my weakest. For my whole career, the desert-type terrain has been one of my weakest areas. But I've only got to ride out there twice a year, basically, so I don't get a lot of practice. I thought Ty and Kelby did a great job and rode extremely well."

Scot Stretch took seventh overall and second 250cc A, followed by AA rider Matt Stavish, Vet A winner Wayne Intermill and Brian Brown in 10th.

The challenging course had many of the riders talking about the "Jumping Choya" cactus, which littered the twisty course.

"I had fun, but every now and then, touching those cactus gets pretty old," Hawkins said. "It's pretty bad when you have to go to the drugstore the night before the race to get some tweezers and a comb to deal with the cactus. That's all part of the game, though."

"The first eight or 10 miles was really a bad section, full of cactus," Pepper agreed. "It was unusual, because they got a lot of out-of-state riders since this was a National. There were so many guys that got into that stuff (cactus) early, but I learned my lesson three years ago."

Another small problem arose at the end of the event when the final section was protested and ultimately thrown out on a technicality. Since many of the top riders ran out of gas in the section, some riders were helped, while some were hindered.

"When I left the event, I was in the fourth position," Hawkins said. "I knew that I had struggled earlier, but I knew that if I picked it up in the last AA section that I could help out my scores quite a bit. There was no problem with the check, and then I heard there was a protest about it - it's just a shame. To be honest with you, you could go to every enduro and could probably find something to nit-pick and protest. Basically, the protests usually come from guys who screw up in a section or do something wrong, and then they protest just for their benefit. The club did everything right. I just wish that they would've let the scores stand and then take up the protest with the AMA." CN

Desert Mountain National Enduro
Lake Pleasant, Arizona
Results: February 28, 1999 (Round 2 of 14)

O/A: 1. Ty Davis (Yam); 2. Kelby Pepper (Yam); 3. Mike Lafferty (KTM); 4. Destry Abbott (Kaw); 5. Nick Pearson (KTM).

AA: 1. Ty Davis (Yam); 2. Kelby Pepper (Yam); 3. Mike Lafferty (KTM); 4. Destry Abbott (Kaw); 5. Nick Pearson (KTM).

A O/A: 1. Nick Pearson; 2. Scot Stretch: 3. Wayne Intermill; 4. Brian Brown: 5. David Lykke.

A 200: 1. Ron Schmeitzel; 2. Mike Sigety; 3. Pat Duncan; 4. Greg Huffer; 5. Matt Miller.

A 250: 1. Nick Pearson; 2. Scot Stretch; 3. Brian Brown; 4. David Lykke; 5. Brian Penney.

A 4-STRK: 1. Mark Miller; 2. Steve Silvestri; 3. Ryan Brown; 4. Brian Bruning; 5. Mike Kozlik.

A OPEN: 1. Phil Stevens; 2. Mark Hynes; 3. Chris Slechta; 4. Jim Gray; 5. James Wey.

A VET: 1. Wayne Intermill; 2. Jeff Johnson; 3. Todd Yonker; 4. Terry Cunningham; 5. Chris Oswald.

A SR: 1. Chris Wilbanks; 2. Phil Douglas; 3. Jary Penney; 4. John Blythe; 5. Ron Burns.

A S/SR: 1. Keith Ratcliff.

B O/A: 1. Dean Adams; 2. Jim Robinson; 3. Jay Hoenk; 4. Damien O'Neill; 5. Bob Russell.

B 200: 1. Chad Grass.

B 250: 1. Todd Griswold: 2. Scot Lansford; 3. Eric Holman.

B 4-STRK: 1. Ken Dinquel: 2. Chris Corrigan.

B OPEN: 1. Dean Adams; 2. Jay Hoenk; 3. B.J. Diehl; 4. Bobby Thompson; 5. Bret Dooley.

B VET: 1. Damien O'Neill; 2. Bob Russell; 3. William Mundy; 4. Hans Vanderwall; 5. Greg Mace.

B SR: 1. Jim Robinson; 2. Dan Ragland; 3. Dennis Keyser; 4. Curt Larsen.

C O/A: 1. Bob Wooten; 2. Lisa Doris; 3. Tracy Tubbs; 4. Gene Brown; 5. Dallas Crumpton.

C 200: 1. Scott Chandler; 2. Michael Flint.

C 250: 1. Bob Wooten; 2. Bob Nash; 3. Paul Franke; 4. Alan Tolifson; 5. William Perry.

C 4-STRK: 1. Chad Ragland; 2. Steve Hilbert; 3. James Edwards; 4. Jason Gosling; 5. Jeff Hoyt.

C OPEN: 1. Chris Thurston; 2. Gordon Moench; 3. Dan Reamsnyder; 4. Darin Lane.

C WMN: 1. Lisa Doris; 2. Kelly Yancey; 3. Lillie Sweetland.

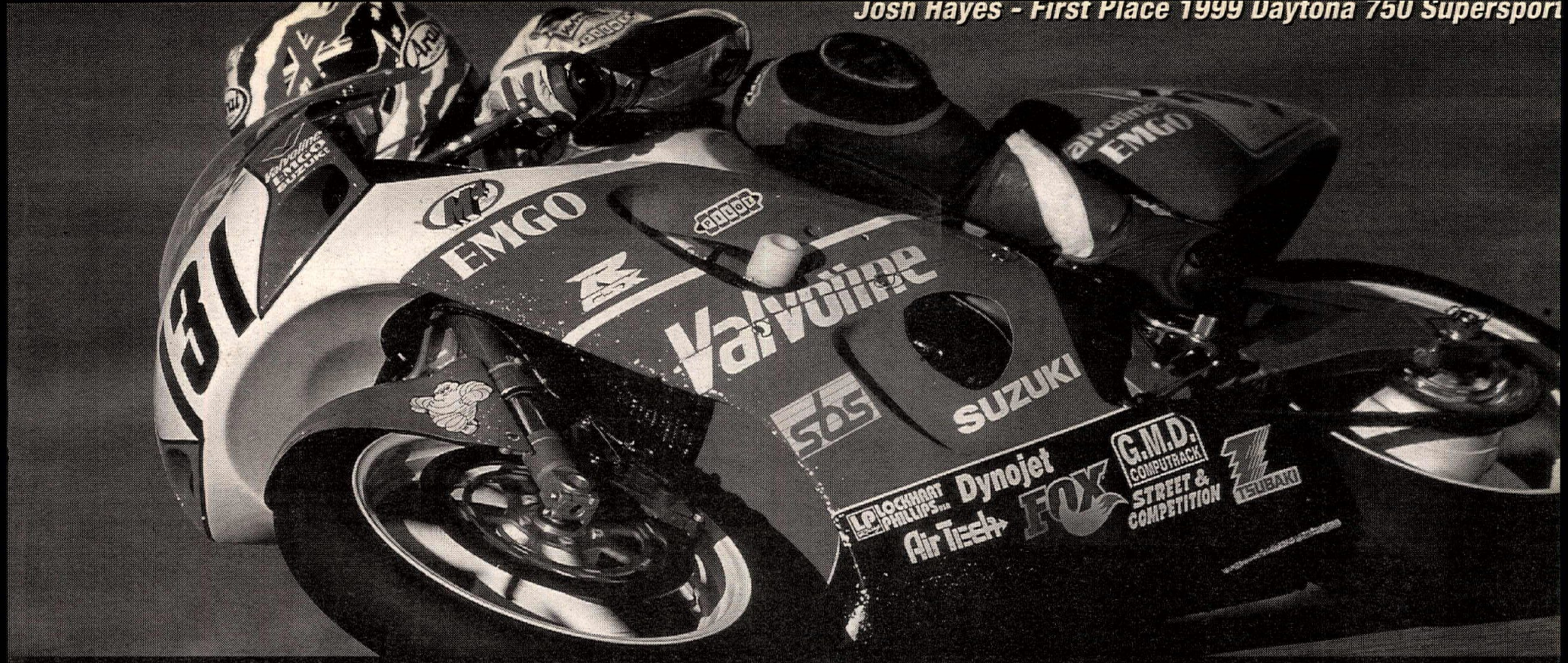
C VET: 1. Denny Fotion; 2. Barry Schafer; 3. Marshall Gerston; 4. John Peckardt; 5. Dan Dailey.

C SR: 1. Tracy Tubbs; 2. Dallas Crumpton; 3. Bobby Podoll; 4. Ron Smith; 5. Robert Hargrove.

C S/SR: 1. Gene Brown; 2. Boyd Abbott; 3. Floyd Stretch; 4. Rob Beggs; 5. John Tobin.

AMA/ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES POINT STANDINGS (After 2 of 14 rounds): 1. Ty Davis (60/2 wins); 2. Michael Lafferty (39); 3. Randy Hawkins (30); 4. Russell Pearson (27); 5. Matt Stavish (26); 6. (TIE) Kelby Pepper/Doug Blackwell (25); 8. Nick Pearson; 9: (TIE) Brian Garrahan/David Lykke/Jason Dahners (20).

Upcoming Rounds:
Round 3 - Forest Hill, Louisiana, March 27
Round 4 - Forest Hill, Louisiana, March 28



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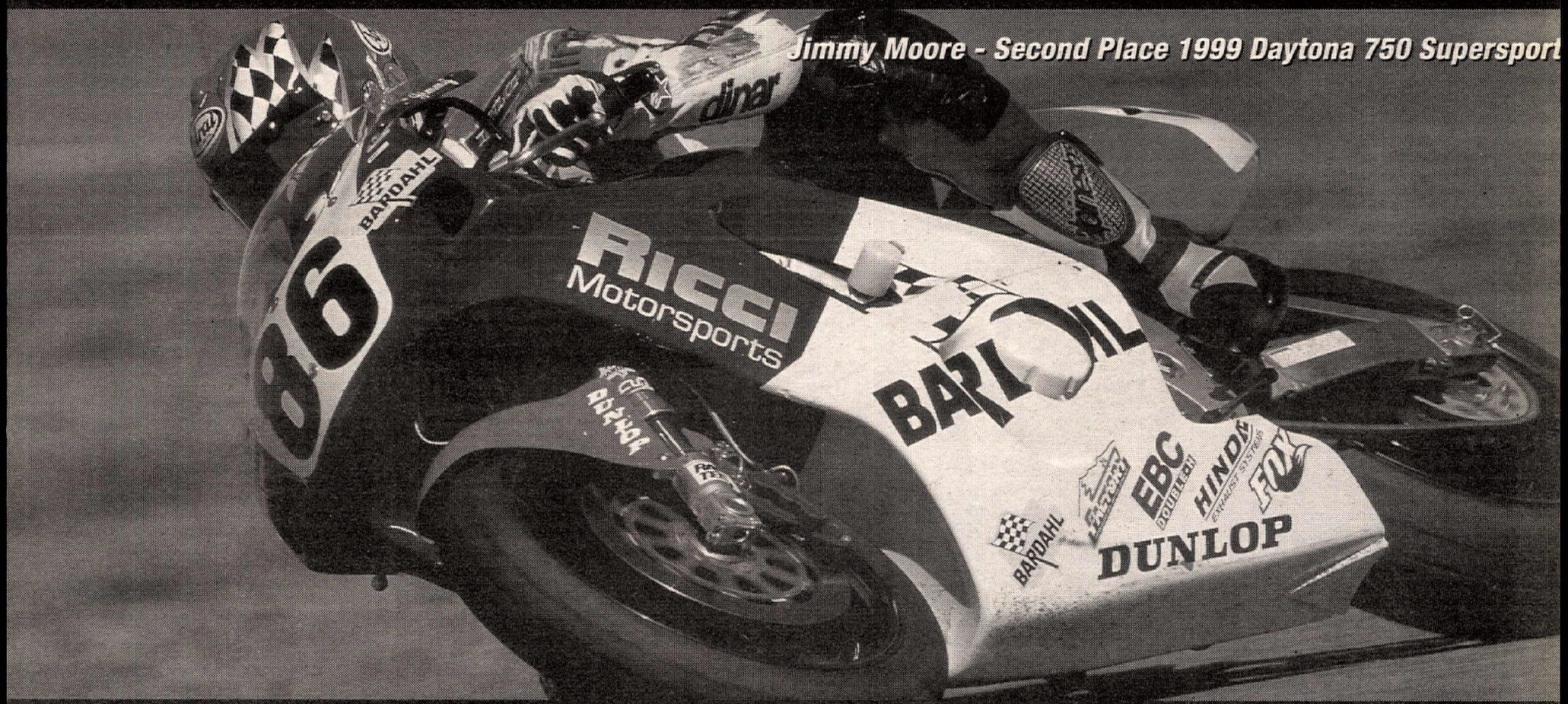

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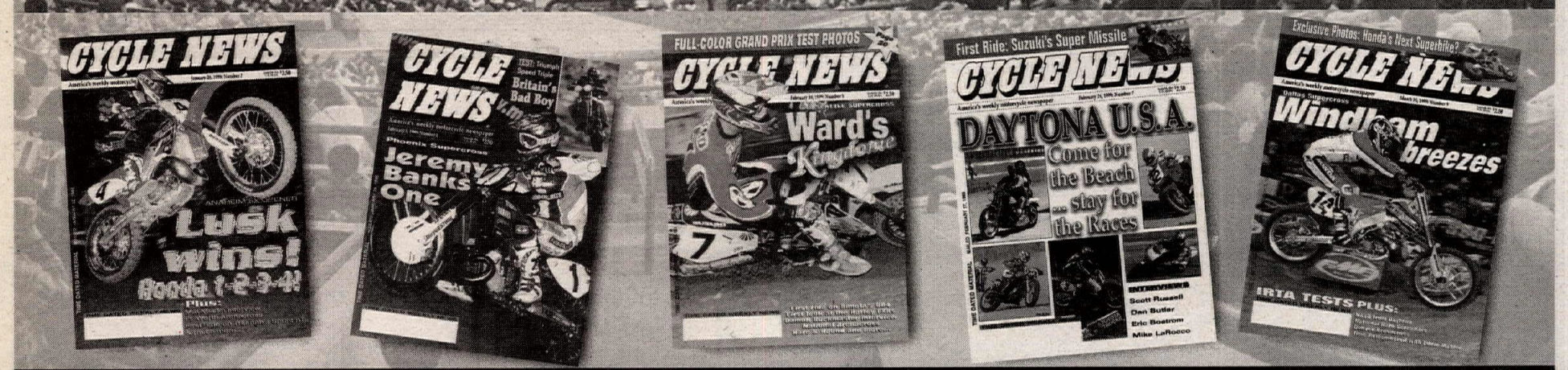

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Horton sweeps the Creek

By Barbara Williams
Photos by Loren Williams

BLOUNTVILLE, TN, MAR. 7

Moto Planet/Al Lane Yamaha-backed Robbie Horton brought the heat to Muddy Creek Raceway by leading every lap save one of both the 125cc A and 250cc A contests. Horton's fourth-place finish in 125cc action at the Daytona Supercross proved to be a good springboard for his domination of the Mega Series opener.

"Daytona was fun yesterday, and I'm glad to be here even though Daytona was a lot warmer," allowed Horton, who pocketed $500 for his wins. "But it's good that it's so cold today, because that's keeping me awake."

Nearly 800 riders celebrated MCR's first race of the 1999 season, enjoying sunny skies and enduring bone-chilling cold wind. Dunlop awarded tires to all Amateur-class winners, and the Victory Sports crew presented a perfectly prepared track with many new features. Promoter Sam Gammon had elected to cancel Saturday's practice day, because the snow on Wednesday and intermittent rain until Saturday afternoon left the Muddy Creek loam too soggy for useful practice riding.

Horton did not get every holeshot, but he did employ the stamina and speed that he has gained over the winter to easily pick off riders. The only exception came in the second round of 250cc A action, when Kevin Walker got the drop on Horton and rounded turn one first at the top of the hill.

(Above) Robbie Horton cleaned house at Muddy Creek's opener of the AMA Mega Series. Horton took 125cc A and 250cc A honors by winning every moto he entered.
(Left) Brad Edwards came back to racing after nearly a year off and still grabbed the 125cc A holeshot. Edwards finished fifth on the day.

Aboard a borrowed YZ400, Walker set the pace for the first lap, with Horton looking for an easy way to get around him. But with Walker's experience and smart riding, even though this was his first race back after months of recuperation from knee surgery, he held off Horton. Horton jiggled the latch lap after lap, but he could not open the window. Finally Horton decided to just go through it.

At the beginning of lap two, Horton was glued to Walker's fender coming into the new uphill section of the track. Horton then simply pulled to the right into a really rough part of the track and powered into the lead.

Seconds later, Horton reined his plunging steed back into the usual line just in time to make the downhill corner to take the win.

In 125cc A action, KTM-mounted Brad Edwards pulled the holeshot in the first moto, followed by Austin Squires, Hans Neel, Horton, Timmy Milligan and William Wilson. For the better part of the first lap, Edwards rode in clean air before handing the lead over to Horton. Edwards fell back to finish in fourth.

"I'm having a terrific day," said Edwards, despite his fading back to fourth. "Basically, this is my first race in seven months, and it feels really good because I know it hasn't been a 'gimme.' These guys don't let you have anything."

Edwards' 1998 season was severely shortened by a badly broken leg. Then, in his first race back in November, he broke his wrist in a turn-one crash. During his comeback, he notched a second-round seventh in 125cc A for fifth overall.

Hans Neel does not say much, preferring to let his Hondas do the talking. As Horton took the lead in the first 125cc A moto and Edwards began to fade, Squires found a place to pass, putting his Suzuki into second in place of Edwards' KTM. Then Neel slipped around Edwards to take over third, where he remained for the rest of the moto.

The second-moto start found Neel in midpack, having to make up ground to crack into the top five. One by one, Neel climbed from position to position until late in the race, when he ducked inside in a sweeper and passed both Squires and Wilson to take fourth. Neel's 3-4 finishes were good for second overall.

"Sometimes it's all I can do not to whoop and holler," grinned Neel's dad, Reggie, who regularly handles the announcing duties at Victory Sports races. To Reggie Neel's credit, he remains cool and professional. CN

Muddy Creek Raceway
Blountville, Tennessee
Results: March 7, 1999 (Round 1)

50 (4-6): 1. Ian Trettel (Cob); 2. Preston Thomas (KTM); 3. Trevor Brown (Cob); 4. Cody Robbins (Cob); 5. Dustin Chandler (Cob).

50 (7-8): 1. Les Smith (Cob); 2. Colton Bailey (Cob); 3. Ben Denton (Cob); 4. McKinnon Welborn (Cob); 5. Zachary Alvear (KTM).

50 SHFT: 1. Cody Robbins (Yam); 2. Randall Taylor (Yam); 3. Damon Goin (Yam); 4. Chelsea McSwain (Yam); 5. Trevor Barrett (Yam).

60 (7-9): 1. Zach Osborne (KTM); 2. Justin Ashburn (KTM); 3. Sean Hackley Jr. (Kaw); 4. Dustin Rowe (Kaw); 5. Jacob Kenton (Kaw).

60 (10-11): 1. Justin Sipes (Kaw); 2. Jake Fricker (Kaw); 3. Joshua Schmitt (Kaw); 4. Philip Ivers Jr. (Kaw); 5. Jared Tuten (KTM).

85 BEG: 1. Christopher Nelson (Yam); 2. Brandon Shepard (Kaw); 3. Casey Shaw (Hon); 4. Lori Zimmerman (Suz); 5. Chad Chaney (Yam).

JR MINI: 1. Justin Sipes (Kaw); 2. Joshua Schmitt (Yam); 3. Zach Osborne (KTM); 4. Philip Ivers Jr. (Suz); 5. Justin Ashburn (KTM).

85 (12-13): 1. Nicholas Adams (Kaw); 2. Matt Miller (Suz); 3. Douglas Thomason (Kaw); 4. Steven Shoaf (Suz); 5. Kyle Preston (Yam).

85 (14-15): 1. Ryan Sipes (Kaw); 2. Jake Furnace (Yam); 3. Blake Hovis (Hon); 4. Chris Hanshaw (Kaw); 5. Michael Laws (Kaw).

S/MINI: 1. Ryan Sipes (Kaw); 2. Douglas Thomason (Kaw); 3. Jake Furnace (Kaw); 4. Blake Hovis (Hon); 5. Blake Arrowood (Hon).

SCHBY: 1. Josh Summey (Kaw); 2. Adam Overcash (Suz); 3. Aaron Stancil (Yam); 4. William Bryant Jr. (Yam); 5. Christopher Hovis (Yam).

125 A: 1. Robbie Horton (Yam); 2. Hans Neel (Hon); 3. Austin Squires (Suz); 4. William Wilson (Yam); 5. Brad Edwards (KTM).

125 B: 1. Ben Riddle (Kaw); 2. Thomas Kelley (Kaw); 3. Josh Summey (Kaw); 4. Matt Barnes (Kaw); 5. Jerry Strange (Yam).

125 C: 1. Jacob Saylor (Kaw); 2. Jason Tucker (Suz); 3. Josh Montgomery (Yam); 4. Matt Blevins (Suz); 5. Jamie Hainer (Kaw).

125 D: 1. Clarke Austin (Suz); 2. Tommy Lee (Suz); 3. Randy Rosser (Suz); 4. Richard McCracken (Kaw); 5. Ronnie Mills (Yam).

250 A: 1. Robbie Horton (Yam); 2. Kevin Walker (Yam); 3. Austin Squires (Suz); 4. William Wilson (Yam); 5. Gaylon Dickson Jr. (Kaw).

250 B: 1. Ben Riddle (Kaw); 2. Thomas Kelley (Kaw); 3. Daniel Tesh (Suz); 4. Doug Earls (Suz); 5. Gregg Smith (KTM).

250 C: 1. Jacob Saylor (Kaw); 2. Dwane Mitchell (Kaw); 3. Nicholas Wolfe (Yam); 4. Bryon Morris (Kaw); 5. Gregg Hopkins (Suz).

250 D: 1. Gregg Renaley (Hon); 2. Brandon Simpson (Suz); 3. Christopher Munsey (Yam); 4. Scott Dillon (Gas); 5. Rocky Clark.

25+ A: 1. Gaylon Dickson Jr. (Kaw); 2. William Liles (Suz); 3. Richard Prather (KTM); 4. Benjamin Rutledge (Yam); 5. Austin Squires (Suz).

25+ B: 1. Rodney Wise (Suz); 2. Billy Cox (Hon); 3. Tom Moore (Yam); 4. Robert Dale Woody (Kaw); 5. Jimmy Pitcock (Suz).

25+ C: 1. Gregg Hopkins (Suz); 2. Kevin Hill (Suz); 3. Tracy Spencer (Kaw); 4. Timothy Camp (Suz); 5. Roy Dennie (Suz).

30+ A: 1. Gaylon Dickson Jr. (Kaw); 2. William Liles (Suz); 3. Albert Jamie McCoy (Suz); 4. Ron Jones (Yam); 5. Jere Pope (Kaw).

30+ B: 1. Jimmy Pitcock (Suz); 2. David Tucker (Suz); 3. Steve Mason (Suz); 4. Robert Dale Woody (Kaw); 5. Todd Richie (KTM).

30+ C: 1. Bryan Wormley (Yam); 2. Darrell Bailey (Hon); 3. Troy Stanley (Yam); 4. Robert Shepard (Kaw); 5. Timothy Camp (Suz).

35+: 1. Ron Jones (Yam); 2. Jere Pope (Kaw); 3. Jeff Heaston (Kaw); 4. Kerry Jones (Suz); 5. Roger Arnold (Suz).

40+: 1. Ron Jones (Yam); 2. Jeff Heaston (Kaw); 3. Roger Arnold (Suz); 4. Terry Blake (Yam); 5. David Farris (KTM).

48+: 1. Johnny Gibson (Suz); 2. Ted Shortridge (Suz); 3. Danny Eller (Kaw); 4. Eddie Sharpe (Yam); 5. Jim Fenner (KTM).

U/L AM: 1. Wesley McCoy (Suz); 2. Michael Robinson (Suz); 3. Joshua Benfield (Kaw); 4. Anthony Milks (Hon); 5. J.T. Smith (Hon).

U/L C/D: 1. Wade Cordell (Yam); 2. Ted Osborne Jr. (KTM); 3. Dale Grace (Suz); 4. Charles Meadows (Suz); 5. Justin Grubbs (Suz).

4-STRK: 1. Joseph Prather (Yam); 2. Adam Myers (Yam); 3. David Cauthen (Yam); 4. James Goin (KTM); 5. Matt Schultz (Yam).

(Left) Robbie Horton won Friday's 250cc Pro main and finished second in Saturday's main at the Milwaukee Arena. (Above) Bryan McGavran leads a mob of Pro racers out of the first turn at round two of the California Gold Cup Motocross Series, held at Perris Raceway.

PACE Motorsports Ultracross Series
Round 4

Bartz and DeHoop hot

By Pete Emme

MILWAUKEE, WI, FEB. 19-20

It was a fantastic weekend for racing in Milwaukee when PACE Motorsports presented round four of the PACE Ultracross Series in the Milwaukee Arena. An enthusiastic crowd greeted talented riders such as Todd DeHoop, Brandon Bartz and Wisconsin's Eron Ezerins. A record attendance of more than 6500 people watched Brandon Bartz capture back-to-back wins in the 125cc Pro and 250cc Pro classes on Saturday night after making podium appearances on Friday night on the tight and somewhat technical track. Former 1988 AMA 125cc Eastern Region Supercross Champion Todd DeHoop made a valiant effort Friday night, battling an injury to capture a win in the 250cc Pro class and finishing runner-up in a heated match with Bartz on Saturday in the 250 Pro contest.

Ezerins captured the first heat-race win over DeHoop after DeHoop bobbled and went down, handing over the lead to Ezerins. Austin Raubs nailed the second-heat win, while Brandon Jeffrey got the third heat.

Fourteen riders lined up for action in the 125cc Pro main, in which Aaron Huppert captured the holeshot, with Greg Braet and Ezerins in tow. Upon exiting the treacherous whoop section, Ezerins came out with the lead as many riders were gobbled up by the rockers. DeHoop, suffering from a mediocre start, began his charge through the whoops early on to get past the sixth- through second-placed riders in one lap.

Meanwhile, up front, Ezerins was checking out, and he started to pull away on his Suzuki with a six-second lead over DeHoop and the rest of the pack. DeHoop led a charge, with Braet, Bartz and Raubs close behind, through lappers. Near the halfway point, Ezerins' lead was almost cut in half by DeHoop's Power Motorsports Yamaha as he left the field to join the front-runner.

Tragedy struck DeHoop in the rhythm section, as a lapped rider crossed his flight path. DeHoop took a hard trip to the ground and was knocked out of contention.

"The lappers have been a problem all night, not only in the main (but in the) heat races also," said DeHoop. "They should hold their line and things would be all right."

Bartz moved past Braet moments after DeHoop's crash. Ezerins opened up his lead over second-placed Bartz by 14 seconds as he ran consistent laps through traffic to capture a huge hometown win. Bartz and Braet rounded out the top three.

"I didn't want to make any mistakes," said Ezerins. "I tried to play it safe out there and stay smooth after the pressure dropped off. It's great to get a win in front of this crowd."

"I'm happy with second," said Bartz. "I got a nice start from the outside but had trouble in the whoops, where I fell back, but I regained that and worked my way to second. But I knew Eron was gone."

In the 250cc Pro main, DeHoop dashed out to the lead early with usual front-runners Ezerins, Bartz and Braet close behind, battling for position. DeHoop, riding banged-up with a hyper-extended knee, began to run into lappers by lap five (of 16). This time, DeHoop managed to separate himself from the pack by getting through lappers and extending his lead by six seconds over Ezerins by the halfway point. DeHoop led the train from start to finish, with Ezerins second and a conservative Bartz third.

"This is great, considering how many times I've been on the ground tonight," said DeHoop. "Lappers were more aware in the 250cc main, and I rode hard as I could to get the win, and I hope to be back up here on Saturday night."

In Saturday's 125cc Pro main, heat winners Ezerins and DeHoop gated poorly. Bartz did not, as he garnered the holeshot, with strong starter Braet behind. DeHoop bailed in the rocker section, with Huppert taking both riders to the rear of the pack. Bartz used his strong start to move out in front of the field. DeHoop remounted his Pro Circuit Yamaha slowly but regained his composure, working past eight riders to move into fourth place by the halfway point. Ezerins made a few small bobbles that cost him precious seconds, letting DeHoop catch up.

DeHoop made a move past the Suzuki rider in the whoop section to slide into third. Bartz and Braet were too far out of reach for DeHoop, with too few laps remaining. At the checkers, Bartz took the win, followed by Braet, DeHoop, Ezerins and Raubs.

"I seemed to ride a good race," said Bartz. "I paced myself and didn't get tired, so I should be ready for the 250cc main."

The largest Ultracross attendance of the series watched Bartz get another holeshot over Braet and DeHoop in the 250cc Pro main. Ezerins tangled bars with another rider in the first turn, sending him to the ground, hurting himself even more after having suffered a faceplant the night before in a heat race.

Bartz led as Raubs crashed over the big triple, reeling his bike over the hay bales into traffic. DeHoop made his way past Braet and lappers to move into second and set his sights on the leader, Bartz. Two laps later, DeHoop was side by side with Bartz in the whoop section, but Bartz held the inside line to the left-hander before the triple to save his lead. On the white-flag lap, DeHoop tried again, but this time with a lapper to the side of him.

Bartz once again had the inside line, and upon exiting he nicely put DeHoop up toward the outside of the turn, protecting his lead. DeHoop, clearly out of energy, had nothing left for Bartz, who captured back-to-back wins.

"I felt really good tonight," Bartz said. "I know Todd (DeHoop) is a great rider, but I just stayed in my line in the whoops and came out first in the corner and got through the rhythm section safely for the win."

"I'm tired, sore, but I'm glad I'm up here," said DeHoop. "I didn't go down tonight, and I'm happy to come out and earn some money this weekend."

Braet captured third place by being consistent, and finished with promising results both nights, finishing with a second, two thirds and a fifth. *CN*

Milwaukee Arena
Milwaukee, Wisconsin
Results: February 19-20, 1999 (Round 4)

Friday

125 PRO: 1. Eron Ezerins (Suz); 2. Brandon Bartz (Yam); 3. Greg Braet (Suz); 4. Austin Raubs (Yam); 5. Roy Nafzger (Kaw); 6. Jesse Williams (Kaw); 7. Jerad Mikkelson (Yam); 8. Mark Cyre (Hon); 9. Brandon Jeffrey (Kaw); 10. Tom Dretzka (Suz).

250 PRO: 1. Todd DeHoop (Yam); 2. Eron Ezerins (Suz); 3. Brandon Bartz (Yam); 4. Austin Raubs (Yam); 5. Greg Braet (Suz); 6. Dan Albright (Hon); 7. Tom Dretzka (Kaw); 8. Greg Weaver (Yam); 9. Mark Cyre (Hon); 10. Brandon Jeffrey (Kaw).

Saturday

125 PRO: 1. Brandon Bartz (Yam); 2. Greg Braet (Suz); 3. Todd DeHoop (Yam); 4. Eron Ezerins (Suz); 5. Austin Raubs (Yam); 6. Jesse Williams (Kaw); 7. Jeremy Riesenberg (Hon); 8. Cory Huppert (Yam); 9. Mark Cyre (Hon); 10. James Abbott (Kaw).

250 PRO: 1. Brandon Bartz (Yam); 2. Todd DeHoop (Yam); 3. Greg Braet (Suz); 4. Eron Ezerins (Suz); 5. Billy Edmundson (Suz); 6. Tom Dretzka (Kaw); 7. Austin Raubs (Yam); 8. Mark Cyre (Hon); 9. Deny Doohey (Kaw); 10. Dan Albright (Hon).

California Gold Cup Motocross Series
Round 2

McGavran takes two

By Greg Robertson

PERRIS, CA, FEB. 28

Round two of the California Gold Cup Motocross Series, held at Perris Raceway, saw 16-year-old Bryan McGavran destroy the competition in both 125cc Pro motos and then return to come out on top of a three-way points tie to claim the 250cc Pro-class win as well.

First 125cc Pro moto action saw McGavran lead the pack out of the tight right-hand first turn, followed by Nick Metcalf, Jiri Dostal, Jerry Aleman and Mark Tilley. McGavran immediately started to put some space between himself and Dostal, who had passed Metcalf for second.

By the halfway point, McGavran had six seconds on what was turning out to be a great battle for second between Dostal and Metcalf. A couple of seconds back was the KTM of Tilley, who had his hands full with Aleman, Akira Narita and Jan Zaremba. McGavran doubled his lead during the remaining laps, easily taking the win. With the white flag out, Metcalf rammed Dostal in a corner, but Dostal did not budge and held on for the hard-fought second-place finish. Tilley was hounded by Aleman and Narita right up to the checkers but held on for fourth.

It was McGavran leading Tilley, Rich Truchinski and Dostal early in the second moto. By lap two, Dostal and Metcalf were setting up for another confrontation over second place until Metcalf went down and quickly found himself back in last place. Narita came from his midpack start to push Tilley, and the two of them were at the back fender of Dostal in a couple of laps. Dustin Nelson was on a tear, coming from the back of the field to pass Tilley and Narita, only to go down and have all that effort go to waste.

At the checkers, it was the NCY/Fox/Dunlop/VP/Oakley-backed McGavran with a commanding 15-second lead.

"I guess you have to get a good start to do good," joked McGavran. "The motos aren't too long, so I didn't have any problem with getting arm pump. The track's getting pretty rough, but there's some pretty good lines out there."

The battle over second place came down to the wire, with Dostal over Narita by just a couple of feet.

"McGavran was riding real well,"

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MAT MLADIN

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said the Primal Impulse/Silkolene/Shift/Bill's Pipes-sponsored Dostal. "He got the holeshot and got away real quick. I was trying my best to catch him, but my arms pumped up early and that's all I had."

The consistent 4-4 rides of Tilley earned him the third-place money over the 6-3 of Narita and the 7-5 of Zaremba.

YZ250-mounted McGavran led the charge early in the first 250cc Pro moto, with Metcalf, Dostal and Evans giving chase. Metcalf pushed McGavran back to second after a lap, but McGavran was out front after another circuit of the recently redesigned track. Metcalf powered his way around McGavran for good on lap three. McGavran quickly came under fire from Dostal and Narita.

Metcalf continued on to greet the checkers with five seconds to spare. Dostal knifed under McGavran to finish in second place. With time running out, Narita outdragged McGavran between turns to secure third, with Nelson taking fifth over Magnus Olsson.

Dostal jumped out to the second-moto lead, just ahead of McGavran and Narita. First-moto winner Metcalf gated fifth, but after a lap he could be found slowly circulating the track in last place.

"I got high-sided in a rut on the first lap," explained Metcalf afterward. "I hit my head pretty good and bent up my bike."

Up front, McGavran passed Dostal and built up a small lead. Narita got around Dostal at the halfway point and set out after McGavran. The last couple of laps turned into a tight race for the lead between McGavran, Narita and Dostal, with McGavran getting to the checkers first to take home the overall with a 4-1 score.

"I got a good start and started to pull away and then I kind of almost crashed in the whoops and hurt my ankle and wrist, so I kind of backed off and they started to catch me," McGavran said. "I started making some mistakes. Then I started looking for some lines, and by then there was only a couple of laps to go. I want to thank Bones at Pro Circuit for getting my suspension dialed in really good."

Narita, who rides for Honda of Japan, went 3-2 for the second-place payback. He said he liked the track because of all the jumps, but he really did not like second overall.

Dostal came out on the wrong end of a three-way points tie to earn third with 2-3 finishes. Masanori Enomoto ran fourth the entire second moto to go 7-4 for fourth overall to top the 8-5 of Olsson. Sean Thorton led every inch of the first 250cc Intermediate moto over Dusty Walters, Billy Laninovich and John Burr. After getting the holeshot, Thorton overshot a turn early in the second moto, which allowed Walters to run out front. Thorton eventually worked his way back around Walters to go 1-1 on the day. Walters went 2-2, over the 4-3 of Laninovich and the 3-5 of Burr.

Jason Wood led much of the opening 125cc Intermediate race before he bobbled a jump and then tagged the rear wheel of another rider a short time later, falling back to fifth. Michael Sleeter went on to take the moto win over Walters and Chris Sprenkel.

Sprenkel and Laninovich battled throughout the second moto, with Sprenkel getting the nod and the overall for the day. Walters went 2-2 to edge out the 1-4 of Sleeter for second overall.

Gustau Riber smoked the other 24 125cc Novices in the first moto, but a midpack start in round two made things look dismal for the Honda rider. Riber charged right up until the end of the moto and was rewarded with the overall for his 1-4 effort. David Sullens went wire to wire for the second-moto win and second overall. Nathan Jones' 3-5, Brandon Hamlett's 2-7 and Patrick Terry's 10-2 rounded out the top five. CN

Perris Raceway
Perris, California
Results: February 28, 1999 (Round 2)

P/W (4-6): 1. David Meade (Cob); 2. Dakota Garner (Cob); 3. Casey Beratz (KTM).
P/W (7-8): 1. Johnny Jelderda (Lem); 2. Trevor Ries (Cob); 3. Corey Beratz (Hon); 4. Marcus Carrillo (Lem).
S/P/W: 1. Johnny Jelderda (Lem); 2. Trevor Reis (Cob); 3. Dakota Garner (Cob); 4. Rhett Raha (Lem); 5. Danny Gonzalez (Cob).
60 BEG: 1. Richard Sterling (Kaw); 2. Jake Morrow (KTM); 3. Terren O'Dell (Kaw); 4. Corey Beratz (Kaw); 5. Trevor Reis (Kaw).
60 (6-8): 1. Trent Pugmire (Kaw); 2. Danny Gonzalez (Kaw); 3. Shawn Butler (Kaw).
60 (9-11): 1. Michael LaPaglia (KTM); 2. Justin Mulford (Kaw); 3. Charles Pearson (KTM); 4. B.J. Bohrer (KTM); 5. Mike Mead (Kaw).
80 BEG: 1. Brandon Spencer (Kaw); 2. Nathan Salgado (Yam); 3. Justin Mulford (Kaw); 4. Chris Nishimura (Hon); 5. Ryan Salinas (Hon).
80 (0-11): 1. Edward Herring (Kaw); 2. Michael LaPaglia (Suz); 3. Robert Memoli (Yam); 4. Dane Jackson (Yam); 5. Jonathan Arana (Kaw).
80 (12-13): 1. Cale Wallace (Yam); 2. Scott Simon (Yam); 3. Zac Wray (Yam); 4. Cas Swift (Suz); 5. Vincent Rhoads (Yam).
80 (14-16): 1. Erik Meyer (Yam); 2. Micky Griffin (Yam).

Matt Swenson (352) holds off James Straub (416) during moto two of 125cc Beginner action at the Verde Valley Motorplex in Cottonwood, Arizona. Swenson went on to win the event.

S/MINI: 1. Cale Wallace (Yam); 2. Micky Griffin (Yam); 3. Scott Simon (Yam); 4. Cas Swift (Suz); 5. Robert Memoli (Yam).
125 BEG: 1. Scott Buttrell (Yam); 2. Gavin Rome (Kaw); 3. Ryan Landstrom (Yam); 4. Kyle Kelly (Yam); 5. Candace English (Hon).
125 NOV: 1. Gustau Riber (Hon); 2. David Sullins (Yam); 3. Nathan Jones (Yam); 4. Brandon Hamlett (Hon); 5. Patrick Terry (Yam).
125 INT: 1. Chris Sprenkel (Suz); 2. Dusty Walters (Yam); 3. Michael Sleeter (Yam); 4. Fred Berhhren (Yam); 5. Jason Wood (Suz).
125 PRO: 1. Bryan McGavran (Yam); 2. Jiri Dostal (Suz); 3. Mark Tilley (KTM); 4. Akira Narita (Hon); 5. Jan Zaremba (Suz).
250 BEG: 1. Jeremiah Johnson (Hon); 2. Chris Taylor (Yam); 3. Jake Smith (Hon); 4. Zac Marquez (Hon); 5. Jeff McMillen (Kaw).
250 NOV: 1. Nathan Mike Jones (Yam); 2. Jon Schultz (Yam); 3. Christian Kennevik (Yam); 4. David Nichols (Hon); 5. Jeff Talbert (Yam).
250 INT: 1. Sean Thorton (Yam); 2. Dusty Walters (Yam); 3. Billy Laninovich (Yam); 4. John Burr (Yam); 5. Bomber Hernandez (Hon).
250 PRO: 1. Bryan McGavran (Yam); 2. Akira Narita (Hon); 3. Jiri Dostal (Suz); 4. Masanori Enomoto (Suz); 5. Magnus Olsson (Yam).
25+ BEG: 1. Garrett Mathews (Hon); 2. Michael Zepeda Jr. (Yam).
25+ NOV: 1. Rob Hall (Yam); 2. Jason Lowtner (Yam); 3. Johnny Urban (Yam); 4. Ethan Dally (Yam); 5. Jamie Young (Yam).
25+ INT: 1. Jay Pavolec (Hon).
25+ EX: 1. Trevor Vines (Yam); 2. Eric Sandstrom (Hon).
30+ BEG: 1. Chuck St. Romain (Kaw); 2. T.J. King (Yam); 4. Damien Adams (Hon); 5. Jeff McMillen (Kaw).
30+ NOV: 1. Jamie Young (Yam); 2. Duane Raha (Yam); 3. Ken Kennicun (Yam); 4. Jeff Hall (Suz); 5. David Simon (Yam).
30+ INT: 1. Duane Benner (Kaw); 2. Jon Levey (Yam); 3. Marty Cason (Yam); 4. Darin Nishimura (Yam); 5. Jay Pavolec (Hon).
30+ EX: 1. Eric Sandstrom (Hon); 2. Rich Truchinski (Yam).
40+ NOV: 1. Raymond Dally (Yam); 2. Larry Williams (Yam).
40+ EX: 1. Tony Schuler (Yam).
O/T NOV: 1. Fred Kalmick (Kaw); 2. Vance Johnston (Yam); 3. Raleigh Webster (Hon); 4. Dave Rutledge (Hon); 5. Bob Klatt (Kaw).
O/T AM: 1. Richard Bealer (Yam); 2. Frank Derby (Hon); 3. Ken Beach (Yam); 4. Hank Owen (Kaw); 5. Dennis Rosenburg (Yam).
O/T EX: 1. Raymond Dally (Yam); 2. Larry Williams (Yam).
O/T MSTR: 1. Scott Freeman (Yam); 2. Fred Willis (Kaw); 3. Jack Kell (Hon).

AMX North/South Shootout Series Finale

Swenson, Straub duel

By Johnny Whiteboots

COTTONWOOD, AZ, FEB. 28

Perfect conditions awaited Arizona's top racers as they arrived at the Verde Valley Motorplex to compete in the final round of the AMX North/South Shootout Series. Matt Swenson put together two consistent motos to capture the overall victory in 125cc Beginner competition, while James Straub's efforts paid off by claiming the title of 125cc Beginner Series Champion.

The gate fell to start moto one and Tamra Madden's RM got an incredible jump off the gate to lead the drag race to the first turn, but it was Swenson's YZ that came out of the first turn with the holeshot, chased by D.J. Bice, Madden, Ben Chavez, Straub and the rest of the pack. Bice wasted no time charging into the lead, passing Swenson before half a lap was complete and setting sail for the checkers. Madden managed to stay with Swenson as the pair pulled out a big lead over Chavez and the rest of the tightly grouped pack.

As Swenson and Madden raced for second place, there was plenty of action behind them as several racers made up for poor starts. Kirk Dent and Ray Barry were chewing through the field like starving teenagers devouring a bag of Doritos. The pair found themselves in contention for a podium position by the end of the second lap.

Lap three saw Madden fall off the pace of Swenson, and the battle for fourth place was closing in. Straub and Dent managed to pass Chavez as they closed in on Madden, with Barry hot on their tails. Dent put a pass on Straub to take fourth, but Straub was not content going backward and turned up the wick to pressure Dent. It was not until Straub lost the front wheel in a turn, trying an outside pass, that Dent was able to focus on the race ahead of him.

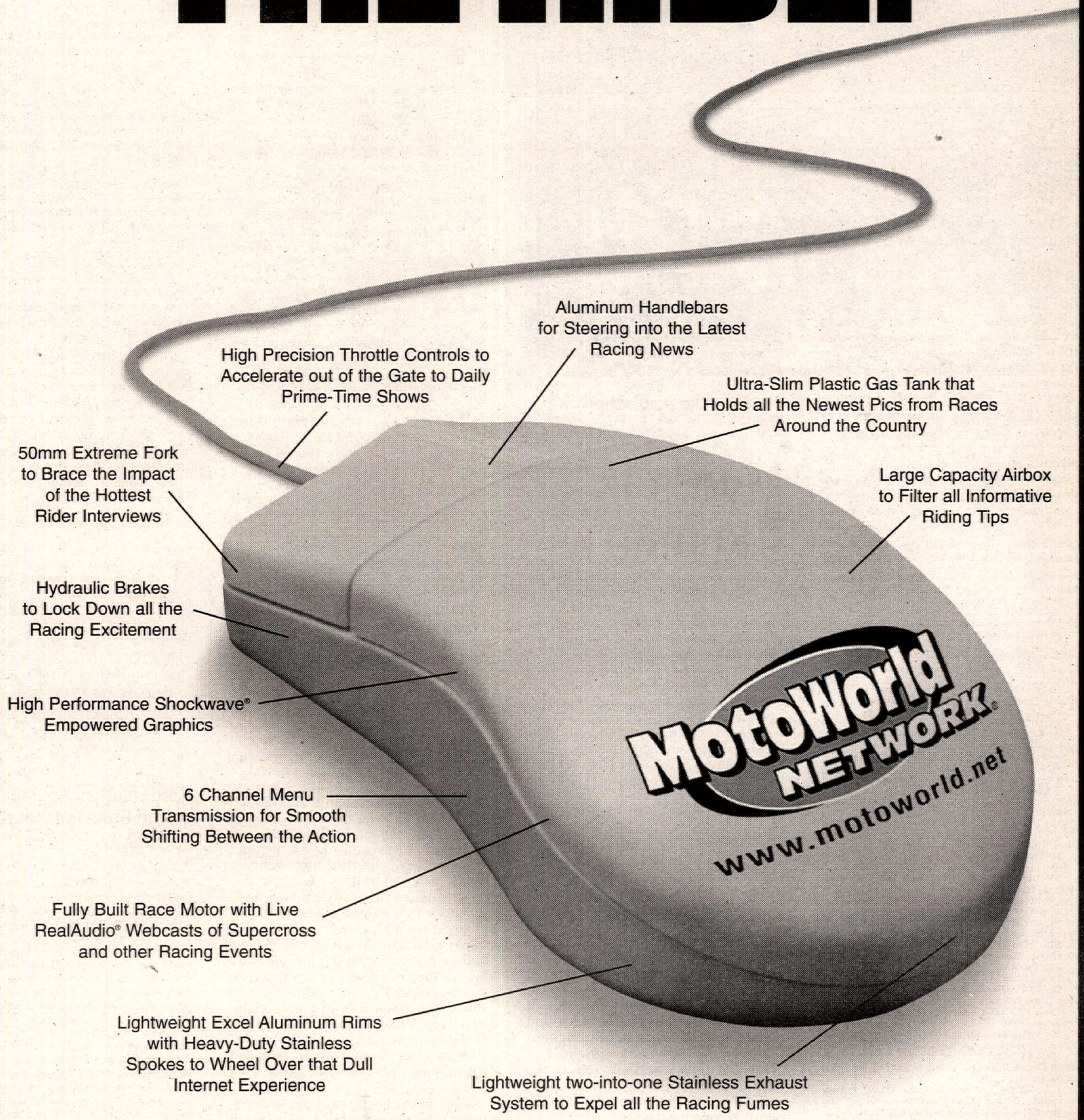
Madden was having an inspired ride, but fatigue was starting to set in and Dent was pressuring everywhere as the white flag came out. Bice owned the race with a commanding six-second lead. Madden was doing all the jumps on the track, including the big triple, and the effort managed to keep Dent behind her until Dent made his move through the rough back straight known as the "National" section, moving into third. After Dent went by, Madden seemed to hit the wall, as she faded back to an eventual eighth-place finish, getting passed by Straub, Barry, Jeremy Adams and Michael Hamilton before she crossed the finish line.

Kudos were in order for Madden as she once again got a great jump off the gate to start moto two, ahead of Swenson, Bice, Straub and the rest of the field. Swenson commanded the holeshot by outbraking the others into the first turn, and then took off through the whoops, looking for the elusive win. Bice also managed to get by Madden by pushing his CR to the limits of control through the whoop section. Bice pushed Swenson for three-quarters of the way around the track, looking for a place to pace. Coming into the rhythm section, Bice ran into the rear tire of Swenson and went down, giving second place to Straub and third to Madden before resuming the race ahead of Chavez.

Bice mounted a valiant charge and moved back by Madden to grab third after the whoops on lap two. Straub's CR worked up to the rear fender of Swenson, and he put the pass together, railing around the outside of the turn before the big double during lap three. Dent's KX was working toward the front, and he moved by Madden for fourth. The white flag came out as Straub passed the flag stand. He was in control of a comfortable lead over Swenson. The order remained unchanged as Straub brought out the checkered flag to win the moto and capture the series points battle. Swenson was second and first overall, and third went to Bice. Fourth was rewarded to Dent, and fifth was Madden's, ahead of the 10 other 125cc Beginners.

Other notable performances of the day were turned in by Justin Myers, who went 2-1 to win the 125cc Novice class and 1-1 to win the Big Bike Open contest. Erik Anderson's CR survived two second-moto tumbles to win the Pro class, and Robert Blander went 1-1 to win the Over 30 Vet Novice division. The most incredible display of speed was put on by KX60 pilot Rhett Urseth, who beat all the 80cc Beginners and Over 60 riders in both of their combined motos by an average of more than 10 seconds, leaving the 80cc riders' parents shaking their heads and wishing he would move to California. CN

GEAR UP FOR THE RIDE.



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(Left) Spud Walters (hidden), Scott Myers (29) and Chris Knox (15) battle for the lead at Sun Bowl Stadium in El Paso, Texas. (Below left, from left to right) Don Canet, Rick Pearce and Tommy Lynch dice it out during Super TT action at Buttonwillow Raceway Park in California.

Verde Valley Motocross
Cottonwood, Arizona
Results: February 28, 1999 (Round 6)

50 BEG A: 1. Cody Thomas (Yam); 2. Cameron Kerns (Yam).
50 BEG B: 1. Jacqueline Strong (Lem); 2. Kyle Henry (KTM); 3. Justin Quinn (KTM).
50 (0-6): 1. Cole Martinez (Cob).
50 (7-8): 1. Zachary Buzzard (KTM); 2. Paul DeSoto III (KTM).
50 OPEN: 1. Curtis Smith (Yam); 2. Zachary Buzzard (KTM); 3. Justin Quinn (KTM).
60 BEG: 1. Walter Roland (Kaw); 2. Spencer Robert (Kaw); 3. Sami Richardson (Kaw).
60 (0-8): 1. Rhett Urseth (Kaw); 2. Taylor Robert (Kaw).
60 (9-11): 1. Brandon Carlson (Kaw).
60 OPEN: 1. Rhett Urseth (Kaw); 2. Taylor Robert (Kaw); 3. Brandon Carlson (Kaw).
80 BEG: 1. Todd Miller (Hon); 2. Ryan Blan (Yam); 3. Michael Falls (Yam); 4. Moe Fuller (Kaw); 5. Adam Richardson (Yam).
80 (7-11): 1. Tyler Johnson (Suz); 2. Nick Riley (Yam).
80 (12-13): 1. Chris Chevrette (Kaw); 2. Chad Winton (Yam); 3. Cody Huddleston (Suz); 4. Eric Ramirez (Hon); 5. Sean Dodge (Yam).
80 (14-16): 1. Cory Hatch (Kaw).
80 OPEN: 1. Matt Madden (Kaw); 2. Cody Huddleston (Suz); 3. Eric Ramirez (Hon); 4. Adam Richardson (Yam); 5. Greg Smithson (Kaw).
WMN: 1. Tamra Madden (Suz); 2. Tarrah Johnson (Yam); 3. Jenny Clark (Yam).
125 BEG: 1. Matt Swenson (Yam); 2. Daniel Bice Jr. (Hon); 3. James Straub (Hon); 4. Kirk Dent (Kaw); 5. Jeremy Adams (Hon).
125 NOV: 1. Justin Myers (Yam); 2. Bryan Mills (Yam); 3. Nathan Hoffman (Suz); 4. J.B. Gasperone (Hon); 5. Ryan Hamman (Hon).
125 INT: 1. Nick Beaver (Suz); 2. Jon Rogers (Suz); 3. Arlyn VanDerMark (Suz).
250 BEG: 1. Randy Hill (Yam); 2. Joshua Bush (Hon); 3. David Jensen (Kaw); 4. Brian Behan (Yam); 5. John Widdows (Hon).
250 NOV: 1. Justin Collett (Kaw); 2. Jesse Attaway (Yam); 3. Scott Rich (Hon); 4. Kurt Robert (Hon); 5. Steve McFerrin (Kaw).
250 INT: 1. Nick Beaver (Suz); 2. Coleman Manchester (Hon); 3. Arlyn VanDerMark (Suz).
250 PRO: 1. Erik Anderson (Hon); 2. Ryan Mortensen (Yam).
25+ VET NOV: 1 . Matt McGinnis Yam); 2. Andrew Barry (Hon); 3. Kenny Porter (Hon); 4. Jeff Parr (Kaw).
25+ VET INT: 1. Coleman Manchester (Hon); 2. Heath Cox (Yam).
30+ VET BEG: 1. Shaun Robert (Yam); 2. Ed Roland (Hon); 3. James Scherman (Hon); 4. Jeff Parr (Kaw).
30+ VET NOV: 1. Robert Olander (Yam); 2. Todd Smith (Yam); 3. Jimmy Gunderson (Yam); 4. Jack Smithson (Kaw).
30+ VET INT: 1. Steve McFerrin (Kaw); 2. Tom Franz (Hon); 3. Soren Mohna (Yam).
30+ PRO: 1. Todd McRee (Kaw); 2. Frank Febbo (Hon).
40+ VET MSTR: 1. Tom Franz (Hon).
B/BK OPEN: 1. Justin Myers (Yam); 2. Kurt Russell (Hon); 3. Ryan Hamman (Hon); 4. Adam Hamman (Hon); 5. Randy Hill (Yam).

U.S. Off-Road Championship Series
Round 7

Myers is the man

By Mike Larson

EL PASO, TX, FEB. 2

Scott Myers ended his run of "close but not quite" finishes at round seven of the U.S. Off-Road Championship Series at El Paso's Sun Bowl Stadium. Myers, who played the fill-in role earlier this year for his White Brothers teammate Spud Walters while he recovered from an injury, has been turning in a string of consistent finishes, and he finally broke through with a main-event win.

Myers ran second in the first part of the main event and then capitalized on a mistake by leader Walters. Walters ended up on the ground and Myers motored on to the win. Chris Ridgway turned in a solid second-place finish, while Walters struggled home in third.

The El Paso round threw most of the series' regular competitors - and the PACE staff - a curve ball. Those used to the usual hard-packed track found at most of the events were surprised by the soft, sandy soil at the El Paso track. It was almost like riding on the beach, and track conditions changed throughout the evening. The track crew had to grade and repack several areas of the track throughout the night, as the bikes and ATVs dug all the way down to the plywood covering the field.

Ohio's Chris Knox continues to lead the series point standings, but this week he arrived to find waiting for him a new 1999 Husaberg to replace the tired 1996 model that he has been riding throughout the series. Knox earned the tough-guy award for the evening, as he was suffering from the flu. Knox was running a 102-degree fever that left him looking a little ragged and unable to speak by night's end. In spite of his illness, Knox managed to finish the main event in a solid fourth place, and he still leads Chris Ridgway in the point standings, 775-760, while Walters sits in third with 704 points.

The first heat-race win went to Walters, who had a good battle with Myers. Heat race number two saw Yamaha-mounted Ridgway grab the holeshot and quickly stretch out a lead. Ridgway styled to the win ahead of a hard-fought battle between Troy Kalina and KTM pilot Mark Roop, who ended up second and third, respectively.

After the track crew performed a quick track fix-up, the 12-lap main event was staged and ready to go. Walters and Myers were quick off the line, but it was Ridgway who held it on longer and led the field around the first sweeper and over the double on lap one. Entering the first tight infield corner, it was Ridgway, Myers, Walters and Knox in a tight pack. Walters got the better of Myers and Ridgway through the infield and took over the lead by the second lap, as Ridgway slid back to third.

Through the first part of the race, Walters and Myers put a little distance on Ridgway. Myers was glued to Walters' rear fender, with Ridgway third, while the ailing Knox, Roop and Kalina were squabbling over the fourth-place spot.

Near the halfway point, Walters had started to stretch out an advantage over Myers as they began to work through the tail end of the field. Walters looked to be in control; then he suddenly lost the front end of the YZ400 in the big sweeper and went down. By the time he got up, Myers was long gone, and Ridgway had slipped by as well.

With Walters back in third, Myers pulled out all the stops the last few laps, keeping Ridgway a safe distance behind. Walters tried to make a run to the front, but once again found himself picking the Yamaha up out of the sand. Walters remounted his bike quickly and managed to stay ahead of Knox and Roop as they continued their fight for fourth place.

On the last lap, Myers had it all under control. Ridgway, who continues to try to catch Knox in the point standings, nailed down second. Walters came home a disappointing third, while Knox held off his travelling partner, Roop, for fourth. Troy Kalina rode home a lonely sixth, with Jason Birdsong, Jacob Kinney, Tony Fuller and lone Honda rider David Riordon rounding out the top 10.

Myers was happy with his win, and felt a pre-race tire change had been a big boost.

"We came here ready for a hard-packed track and it turned out to be all sand," said Myers. "We made a tire change today and it worked great."

"I just brain-faded," said a slightly dejected Walters. "I went into the sweeper and it was kind of slick - actually, it felt slick like mud. The front end just washed out and I went down. That's racing, I guess." **CN**

Sun Bowl Stadium
El Paso, Texas
Results: February 2, 1999 (Round 7 of 11)

O/A: 1. Scott Myers (Yam); 2. Chris Ridgway (Yam); 3. Brian "Spud" Walters (Yam); 4. Chris Knox (Hbg); 5. Mark Roop (KTM); 6. Troy Kalina (Yam); 7. Jason Birdsong (Yam); 8. Jacob Kinney (Yam); 9. Tony Fuller (Yam); 10. David Riordon (Hon); 11. Danny Cooper (Yam); 12. Ryan Detrick (Yam); 13. Rich Schauwecker (Yam); 14. Jimmy Stephensen; 15. Mark Bonnell.

STTARS fall on Buttonwillow

By W.H. Spencer

BUTTONWILLOW, CA, FEB. 28

Another fine turnout of riders descended on Buttonwillow Raceway Park, creating some great racing action as the Super TT racers continued their series, and Don Canet was the big winner in the Super TT Premier contest.

Canet and Rick Pearce battled throughout the eight-lapper, stopping once for a downed rider as they swapped the lead - until Pearce ran off a portion of the dirt track and Canet elongated the margin to nearly three seconds at the checkers.

"I blew up my good motor at yesterday's AHRMA TT," said Pearce, "and so I had to ride this bike that has too much low end and makes it real twitchy to ride. I sort of was sashaying all over the place and then ran wide there in the infield, but it was fun."

Former Suzuki Superbike ace Tommy Lynch was third, with teenager Casey Yarrow moving up to finish fourth over Shane Scott and Mark Cernicky.

It was a real family affair for the Yarrows, as Casey's dad, Allan, won the Sportsman division on a YZR400.

Dirt tracker Jim Kesler took second in the Sportsman show over Kay Vetter and Brok McAllister, while Don Howard and his RM250 topped the Middleweight Supermotard class over Casey and Al Yarrow. Canet crashed in the heat race while chasing the younger Yarrow's YZ250 and withdrew. McAllister and Cernicky rounded out the top five.

Shane Scott won the Knobbies class after Robbie Reeder bashed his Yamaha, with Chet Dubois taking second over Paul Cates and Greg Klassen.

The best battle of the day was in the XR100 class, which was won by Paul Shillito over Curtis Brunn and Antonio Nunez, though each of the three led in various portions of the 1.6-mile combined road and dirt course.

"I can't believe we could all have that much fun," smiled Shillito. "To have that many passes throughout the race, in so many places, on these little XRs is great fun."

Results

SPTSMN: 1. Allan Yarrow (Yam); 2. James Kesler (Hon); 3. Kay Vetter (Hon); 4. Brok McAllister.
M/W: 1. Donny Howard (Suz); 2. Casey Yarrow (Yam); 3. Allan Yarrow (Yam); 4. Brok McAllister; 5. Mark Cernicky (Hon).
KNBY: 1. Shane Scott (Yam); 2. Chet Dubois (Yam); 3. Paul Cates (Yam).
XR100: 1. Paul Shillito (Hon); 2. Curtis Brunn (Hon); 3. Antonio Nunez (Hon).
S/TT PREM: 1. Don Canet (Hon); 2. Rick Pearce (Hon); 3. Tommy Lynch (Hon); 4. Casey Yarrow (Yam); 5. Shane Scott (Hbg).

Cold weather, hot racing at Sun State Raceway

By Sky Whitney

ONA, FL, FEB. 21

With morning temperatures in the 40s, which is cold for Florida, the third round of the Sunshine State Motocross Championship Series got under way on the Pee Wee track with some real battles in the 50cc Open class.

In the first moto, it was Street and Track-sponsored Cobra jockey Zackery Freeburg who got to the checkered flag first, with Jesse Freeman not far behind. In moto two, it was Thor-sponsored Freeman who decided not to finish in the runner-up position again, and he showed Freeburg the back side of *his* Cobra as he took the win and the overall.

In the Supermini class, it was Yamaha rider Ricky Bryant all the way with back-to-back moto wins. This was the first overall win in the Supermini class for Bryant, and he was still walking on cloud nine as he left the race track.

Fox/Pro-Action/FMF/Maxima-backed Raymond Loggins made a clean sweep again this week, with wins in both the Youth and 125cc B classes. Yamaha rider Darryl Lind took his last

win in the 250cc C class. Darryl, who is just 15 years old, has decided to ride with the big boys in the 250cc B class.

Kawasaki Team Green/Thor/Pro-Circuit/Bell-sponsored Jessica Patterson put together three perfect races in the Women's class, and she has also been harassing the boys in the 125cc (12-15) class - by winning it. Patterson, who took a second at Loretta Lynn's last year in the Women's class, is continuing to improve her riding skills with each race. She will definitely be a force to be reckoned with in this year's Amateur Nationals.

Cycle Riders Suzuki/Fox/FMF/E-Cap-backed Marcus Pedrero showed the other Open Money riders the short way around the long Sun State Raceway track and captured both motos in the process. In addition to taking home the gold in the Open Money class, Pedrero also took double moto wins in the Over 25 class, beating out Shawn Willis and Bryan Abel.

Results

50 OIL-INJ: 1. Taylor Placides (Yam); 2. Tanner Hughes (Yam); 3. Jimmie Taylor (Suz).

50 STK (4-6): 1. Zackery Freeberg (Cob); 2. Jimmy DeCotis (Cob); 3. Robby Huss (Lem); 4. Damon Walkier (Lem); 5. Levi Bufkin (Pol).

50 (7-9) STK: 1. Jesse Freeman (Pol); 2. Jimmy Norton (Cob); 3. Corey Woodard (Cob); 4. Ashley Fiolek (Pol).

50 OPEN: 1. Jesse Freeman (Pol); 2. Zackery Freeburg (Cob); 3. Jimmy Norton (Cob); 4. Jimmy DeCotis (Cob); 5. Dylan Bantum (Cob).

60 BEG: 1. Zackery Freeburg (Kaw); 2. Robert Prather (Kaw); 3. Dylan Bantum (Kaw); 4. Mike Bobar (Kaw).

60 (5-8): 1. Dominic Izzi (Kaw); 2. Roger Williams (Kaw); 3. Jesse Freeman (Kaw); 4. Christian Kelly (Kaw); 5. Jimmy Norton (Kaw).

60 (9-11): 1. Donald Solley (KTM); 2. Ricky Renner (Kaw); 3. T.J. Rhonelli (Kaw); 4. Matthew Burke (Kaw); 5. Danny Weyer (Kaw).

60 OPEN: 1. Ricky Renner (Kaw); 2. Donald Solley (KTM); 3. Dominic Izzi (Kaw); 4. Danny Weyer (Kaw); 5. Devon Placides (Kaw).

80 BEG: 1. Billy DeCotis (Kaw); 2. Ashley Jackson (Suz); 3. Tyler Livesay (Kaw); 4. Amanda Thomas (Hon); 5. Sommer Wood (Kaw).

80 (7-11): 1. Billy Harper (Suz); 2. Justin Bryant (Suz); 3. Donald Solley (Kaw); 4. Ricky Renner (Yam); 5. T.J. Rhonelli (Suz).

80 (12-15): 1. Ryan Warren (Kaw); 2. Beau Svancar (Kaw); 3. Ricky Bryant (Yam); 4. Robert Buttitta (Kaw); 5. Ryan Luke (Kaw).

S/MINI: 1. Ricky Bryant (Yam); 2. Billy Harper (Suz); 3. Ryan Warren (Kaw); 4. Vince Carrincione (Kaw); 5. Beau Svancar (Kaw).

125 (12-15): 1. Jessica Patterson (Kaw); 2. Josh Hilderbrand (Hon); 3. Chad Mis (Kaw); 4. Dalas Conner (Yam); 5. Aaron Cone (Suz).

YTH (15-24): 1. Raymond Loggins (Yam); 2. Blake Thorpe (Yam); 3. Darryl Lind (Yam); 4. Jason Freeman (Kaw); 5. Tony Stokes (Suz).

125 BEG: 1. Gary Patrick (Kaw); 2. Lionel Asselin (Hon); 3. Gary Howard (Kaw); 4. Roman Ryan (Suz); 5. Ronnie Speciale (Hon).

125 B: 1. Raymond Loggins (Yam); 1. Jeremy Freeman (Kaw); 3. Carl DeCotis (Kaw); 4. Russ Eldridge (Yam); 5. Shawn Petit (Yam).

125 C: 1. Brad Baldino (Yam); 2. Norman Steele (Hon); 3. Tony Stokes (Suz); 4. Tom Wosyluk (Kaw); 5. Colin Marks (Suz).

250 BEG: 1. Brad Monbarren (Hon); 2. Mike Shepard (Hon); 3. Michael Greer (Yam); 4. Josh Graber (Hon); 5. Robert Durkee (Yam).

250 B: 1. Bryan Abel (Kaw); 2. Brad Ruel (Yam); 3. Shawn Willis (Yam); 4. Tim Eggers (Yam); 5. Blake Thorpe (Yam).

250 C: 1. Darryl Lind (Yam); 2. Scott Adams (Kaw); 3. Shannon Poe (Yam); 4. Ross Hutchinson (Hon); 5. Lucas Krick (Yam).

OPEN MNY: 1. Marcus Pedrero (Suz); 2. Bill Greenwald (Hon); 3. Jason Stroer (Hon); 4. Carl DeCotis (Kaw); 5. Chris Pecora (Suz).

25+: 1. Marcus Pedrero (Suz); 2. Shawn Willis (Yam); 3. Bryan Abel (Kaw); 4. Lionel Assilin (Hon); 5. Billy Wakefield (Yam).

30+: 1. Tim Eggers (Yam); 2. Bryan Abel (Kaw); 3. Brad Ruel (Yam); 4. John Getz (Kaw); 5. Tom Wosyluk (Kaw).

35+: 1. David Kuxhausen (Hon); 2. John Coleman (Suz); 3. Kevin Wilson (Suz); 4. Benny Cafaro (Hon); 5. Jim Badger (Kaw).

40+: 1. John Coleman (Suz); 2. Kevin Wilson (Suz); 3. Steve Edwards (Kaw); 4. Carl DeCotis (Yam); 5. Rick Bryant (Kaw).

50+: 1. Guenter Sommer (Yam).

WMN: 1. Jessica Patterson (Kaw); 2. Traci Hess (Suz); 3. Ashley Jackson (Suz); 4. Sommer Wood (Kaw); 5. Amanda Thomas (Hon).

Fahy flawless at OTHG MX

By Chris Sanchirico

SAN JACINTO, CA, FEB. 27

As snow was being dumped on the East Coast, Mother Nature blessed Southern California's Competition Park with endless sunshine and 80-degree temperatures. Jeff Fahy was blessed as well, as he quickly mastered the newly redesigned track, which incorporated a very challenging whoop section, an off-camber mound and some new twists and turns.

Fahy bested the Over The Hill Gang's Over 38 Intermediate class in perfect fashion, dominating the field and scoring wire-to-wire victories in both motos. The battle for the remaining podium positions was an all-out war between Phil Beckman, Marty Westerman, Jeff Blix and Mark Jones.

(Right) Jeff Fahy took the Over 38 Intermediate-class honors at the Over The Hill Gang race held at Competition Park in San Jacinto, California.

When the gate dropped, it was the Pro Circuit-backed KX of Fahy dropping the rest of the field as he railed his machine around the outside of the fourth-gear first turn. Giving chase were Westerman, Beckman and Blix. Fahy wasted little time and proceeded to gap the field, eventually crossing the checkers by a large margin. Behind Fahy, the racing action was fast and furious, as the second through fifth positions were separated by inches. Green-machine rider Westerman held on to second but could feel the heat being applied by Blix and Beckman.

Putting in an impressive performance after a lackluster start was Long Beach Yamaha-backed Jones. Jones used the very large and peaked whoop section to his advantage as he charged from seventh to fourth, passing a number of riders through the whoop section.

With the laps winding down, Jones blasted past Westerman in the whoops to claim second, with Westerman running third and Beckman in fourth. With two laps to go, Beckman dug deep and really began to twist the throttle, passing both Westerman and Jones to secure second at the checkers, with Jones locking in third.

Moto two was almost a repeat of the first. Fahy liked his strategy in moto one and proceeded to rip off another brilliant start, thrusting his KX ahead of the field. This time, the Long Beach YZ of Jones was right on his heels, with Beckman locking on to the duo. With the top three from moto one running up front, the racing action intensified. Jones knew what he had to do.

"I have to get a great start and stay close to Fahy in order to take the overall," Jones said.

Jones looked very impressive early on, staying very close to Fahy and even doing the big double, which he had not attempted in the first moto. Beckman also stepped it up and stayed on Jones' heels. With the laps winding down, Fahy had established a comfortable lead, with Jones in second and Beckman in third.

Beckman's relentless pressure paid off as Jones was forced into a mistake, endoing over a tabletop and knocking himself out of the race. Beckman seized the opportunity, taking over second, but it was too late to catch Fahy, who went uncontested at the checkers for the overall victory. Beckman's 2-2 gave him second overall. Westerman ran with the leaders all day as the front-runners diced back and forth. His consistent riding paid off, with Westerman going 4-3 to secure the final podium spot.

Results

BEG: 1. Doug Quinton; 2. Robert Byron; 3. Mike Harris; 4. Steve Margione; 5. Steve Mayes.

NOV: 1. Tim Farley; 2. David Alari; 3. T.J. King; 4. Douglas Lovett; 5. Andy Williamson.

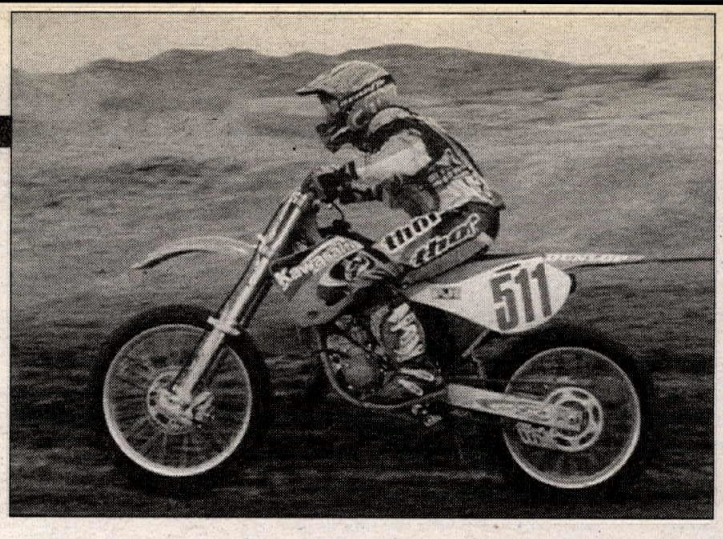
INT: 1. Kip Contreras; 2. Mike Marrin; 3. Walt Bennet; 4. Duane Quale.

EX: 1. Chuck Bennet; 2. Brad Toms; 3. Adrian Ciomo; 4. Chucky Gilmore; 5. Dr. B. Criswell.

PRO: 1. Tim Telford; 2. John Griffins; 3. David Sarian; 4. Jim Henn; 5. Darin Nishimura.

38+ BEG: 1. Dennis Foster; 2. Dave Renner; 3. Jeff Morton; 4. Frank Derby; 5. Richard Kearney.

38+ NOV: 1. Gary Joula; 2. Jeff Bergman; 3. Lee Evans; 4. David Hadberg; 5. Bill Yates.



(Left) Jeff Pugh topped the 125cc Expert class during vintage motocross in Woodland, Washington. (Right) Hank Kendall took second-place honors in the 125cc (12-15) class at the Sport Riders Association of Colorado championship motocross series, held at Aztec Family Raceway in Colorado Springs.

INT: 1. Jeff Fahy; 2. Phil Beckman; 3. Marty Westerman; 4. Jeff Blix; 5. Bill Schultz.

EX: 1. Brian Allen; 2. Mike Barlow; 3. Jeff Mason; 4. Val Fukunaga; 5. James Coppedge.

PRO: 1. Mike Altenhofel; 2. Mark Olson; 3. Mark Sirotta; 4. Tim Tynan.

Team Valvoline claims Homestead

By Lisa Theobald

HOMESTEAD, FL, FEB. 14

Team Valvoline EMGO's Joshua Hayes took home the trophy for first place in the Unlimited Grand Prix at Homestead. For most of that ride, he was tailed by his teammate Grant Lopez, who finished just behind him in second place. Mike Ciccotto held off the pack for the first lap around the course, but Hayes slipped underneath him in turn one to take the lead and dominate the race.

On the next lap, Lopez slipped around Ciccotto on the front straight and charged after the leader through turn one. By the third lap, Hayes held a six-second lead over his teammate, and just behind them a battle for third was raging between Ciccotto and David Roy. As the two leaders did ahead of him, Roy slipped underneath in turn one to claim the third place on the podium.

At the halfway mark, Hayes just walked away with the lead as the top four maintained their positions through to the finish, slowly separating themselves from the pack behind them.

The teammates each took home two first-place trophies. Earlier in the day, Lopez won the GTO and Heavyweight Supersport races, and Hayes won Middleweight Supersport and also finished second to his teammate in the GTO and in second place in the GTU.

Lopez set the pace in the first race of the day. Local number-one rider Emanuel "Manny" Manusuthakis led the first two laps of the GTO, but Lopez took over the lead in lap three, pushing Manusuthakis back to second, with Hayes close behind in third - but not for long. By the fourth lap of the race, Lopez was being chased by new second-place rider Hayes. The top two ran close together until they got caught up in lapped traffic. Lopez weaved through the slower riders with ease and began to put some space between himself and his teammate.

Manusuthakis dropped out of the race, leaving Ciccotto, Roy, Rick Narup and John Bowman to do battle for third place. When the checkered flag finally flew, Lopez finished a strong first, with Hayes not far behind in second.

Results

EX GTO: 1. A. Grant Lopez (Suz); 2. Joshua Hayes (Suz); 3. Mike Ciccotto (Suz); 4. Rick Narup (Kaw); 5. John-O Bowman (Suz).

AM GTO: 1. Jeremy Steiner (Suz); 2. Sunil Sardarsingh (Suz); 3. Damon Patton (Suz); 4. Carlos Gil (Suz); 5. David Hayrabetoglu (Suz).

EX GT LIGHTS: 1. Christopher Boy (Duc); 2. Michael Morella (Hon); 3. Dwight Lewis (Hon); 4. Richard Capobianco (Hon); 5. Josef Buxton (Hon).

AM GT LIGHTS: 1. John Linder (Yam); 2. Andrew Abel (Hon); 3. Larry Hussey (Hon); 4. Peter Golding Jr. (Kaw); 5. Jonathan Vaillancourt (Hon).

EX GTU: 1. Emanuel Manusuthakis (Kaw); 2. Joshua Hayes (Suz); 3. Greg Esser (Hon); 4. Daniel Urbina (Kaw); 5. Dominic Aubry (Kaw).

AM GTU: 1. Jay Eddy (Hon); 2. Ronald Silvers (Hon); 3. Vincent Deuita (Suz); 4. Joseph Howell (Suz); 5. Deborah Venega (Suz).

EX L/W SPTSMN: 1. Richie Morris (Duc); 2. Chuck Menotte (Yam); 3. Joseph Masellis (Kaw); 4. George Garvin III (Kaw); 5. Ronald Stone (Kaw).

AM L/W SPTSMN: 1. Peter Golding Jr. (Kaw); 2. Alan Dewey (Yam); 3. Jerome Welch (Kaw); 4. Stuart Bazerman (Kaw); 5. Beach Owen (Kaw).

GP SGL: 1. Michael Morella (Hon); 2. Richard Capobianco (Hon); 3. Steve Wenner (Hon); 4. Robert Corzo (Hon); 5. David Voellinger (Hon).

L/W VINT: 1. John Long (Duc); 2. Thomas Kerr Sr. (BSA); 3. David Bilodeau (Hon); 4. James Ford (Yam); 5. Richard Herrington (Hon).

EX U/L S/SPT: 1. Chad Simons (Suz); 2. Joseph Lechman (Yam); 3. Jimmy Shelton (Suz); 4. Robert Fisher (Suz); 5. Patrick Weekley (Yam).

AM U/L S/SPT: 1. Adrian Santos (Suz); 2. Scott Coccoli (Suz); 3. Jesus Sanmartin (Suz); 4. Brian Saleva (Kaw); 5. Laz Diaz (Suz).

EX M/W S/SPT: 1. Joshua Hayes (Suz); 2. Leo Venega (Suz); 3. Dominic Aubry (Kaw); 4. Jim Randolph (Hon); 5. Bobby Ludlum (Hon).

AM M/W S/SPT: 1. Chris Tardieu (Suz); 2. Bryce Lawmaster (Hon); 3. Tucker Frehsee (Hon); 4. Jay Eddy (Hon); 5. Jason Langworthy (Hon).

EX L/W GP: 1. Colin Gilbert (Yam); 2. Bowe Herron (Yam); 3. Geoffrey Maloney (Yam); 4. Jim Dendy (Hon); 5. Jack Gottlieb (Yam).

AM L/W GP: 1. Michael Hale (Duc); 2. Andrew Abel (Hon); 3. Kimberly Ahlum (Duc); 4. Robert Kesler (Kaw); 5. Gregory Lynch (Hon).

EX H/W S/SPT: 1. A. Grant Lopez (Suz); 2. Gabriel Henning (Suz); 3. John-O Bowman (Suz); 4. Jimmy Shelton (Suz); 5. Mauro Cereda (Suz).

AM H/W S/SPT: 1. Sunil Sardarsingh (Suz); 2. Jacques Khawly (Suz); 3. Carlos Gil (Suz); 4. David Hayrabetoglu (Suz); 5. Max Redondo (Kaw).

EX S/TW: 1. David Roy (Duc); 2. John Costa (H-D); 3. Edward Henriquez (Duc); 4. Jim Dendy (Hon); 5. Andrew Wright (Duc).

AM S/TW: 1. Damon Patton (Suz); 2. Giancarlo Battaglini (Duc); 3. Robert Kesler (Kaw); 4. Joseph Bennardi (Bue); 5. Thomas Smith (Hon).

H/W VINT: 1. John Long (Tri); 2. David Bilodeau (Hon).

EX L/W S/BK: 1. Jim Dendy (Hon); 2. Dwight Lewis (Hon); 3. Tony Zash (Hon); 4. Lovis Cobello (H-D); 5. Kelly Hays (Yam).

AM L/W S/BK: 1. John Linder (Yam); 2. Gregory Lynch (Hon); 3. Rick Goldstein (Hon); 4. Peter Golding Jr. (Kaw); 5. Andrew Abel (Hon).

EX M/W S/BK: 1. Daniel Urbina (Kaw); 2. Leo Venega (Suz); 3. Jim Randolph (Hon); 4. Geoffrey Maloney (Hon); 5. Bobby Ludlum (Hon).

AM M/W S/BK: 1. Bryce Lawmaster (Hon); 2. Chris Tardieu (Suz); 3. Moises Vargas (Hon); 4. Jay Eddy (Hon); 5. Brian Shelton (Hon).

EX H/W SPTSMN: 1. John Long (Duc); 2. John Costa (H-D); 3. Dwight Lewis (Hon); 4. Derek Desimone (Kaw); 5. Jake Wilson (Duc).

AM H/W SPTSMN: 1. Giancarlo Battaglini (Duc); 2. Rick Goldstein (Hon); 3. Kimberly Ahlum (Duc); 4. Joseph Bennardi (Bue); 5. Robert Kesler (Kaw).

EX L/W S/SPT: 1. Richie Morris (H-D); 2. Lovis Cobello (H-D); 3. Kelly Hays (Yam); 4. Brian Mills (Yam).

AM L/W S/SPT: 1. John Linder (Yam); 2. Gregory Lynch (Hon); 3. David Clark (Suz); 4. Thomas Smith (Hon); 5. Takaaki Nishida (Yam).

EX H/W S/BK: 1. David Roy (Duc); 2. Rick Narup (Kaw); 3. Joseph Fletcher (Suz); 4. Mauro Cereda (Suz); 5. Chad Simons (Suz).

AM H/W S/BK: 1. Jeremy Steiner (Suz); 2. Damon Patton (Suz); 3. David Attal (Suz); 4. David Hayrabetoglu (Suz); 5. Alfonso Ortiz Jr. (Suz).

EX F-40: 1. Jimmy Shelton (Suz); 2. William Savain (Suz); 3. Steve Guanche (Suz); 4. Jack Gray (Suz); 5. Jake Wilson (Duc).

AM F-40: 1. Thomas Cassarino (Suz); 2. John Riggins (Suz); 3. Arthur McCurry (Suz); 4. Pedro Gianello (Hon); 5. Egor Emery (Kaw).

EX M/W GP: 1. Daniel Urbina (Kaw); 2. Leo Venega (Suz); 3. Jim Randolph (Hon); 4. Bowe Herron (Yam); 5. Bobby Ludlum (Hon).

AM M/W GP: 1. Moises Vargas (Hon); 2. Tucker Frehsee (Hon); 3. Jay Eddy (Hon); 4. Brian Shelton (Hon); 5. Deborah Venega (Suz).

EX U/L GP (SHOOTOUT): 1. Joshua Hayes (Suz); 2. A. Grant Lopez (Suz); 3. David Roy (Duc); 4. Mike Ciccotto (Suz); 5. Rick Narup (Kaw).

Legarra slogs to win at Woodland mud-o-cross

By Clay Light

WOODLAND, WA, FEB. 13

Larry Legarra, riding a 1974 Honda CR250 and a 1978 Honda CR250, overcame this season's most miserable conditions to post three overall wins during Vintage Dirt Racing-sanctioned vintage motocross at round five of the Northwest Vintage Motocross Series at the Woodland Motocross Park.

Despite the constant downpour and the resulting quagmire, 150 riders were on hand, although those who finished were few and far between on the normally superb track. Legarra slogged his way through the sloppy conditions to net the Vintage 250cc, Over 40 and Over 40 Evolution-class wins, all of which came by way of his 1-1 performances. He then backed up those performances with his worse finish of the day: second place, trailing winner Kurt Stevens, in the Open Evolution Expert class.

Legarra's first win came in the 250cc Expert Vintage class, in which the former AMA Expert dirt tracker beat his seasonlong rival Chris Clark, who was making his CZ-mounted debut. Clark sloshed to 2-2 finishes to beat Can-Am rider Chris Castles, Dane Batty and Jim Sawtell.

Legarra next came back to trounce the competition in the combined Over 40 Expert/Intermediate class. Castles was Legarra's closest competition, beating former '70s star Bob Rush for second overall.

In the Intermediate portion of the event, Yamaha rider Dana Salsman won both motos, beating Rickman-mounted Bill Brown and CZ rider Mark Detwiler.

Perhaps Legarra's toughest challenges came in the Over 40 Evolution class, in which he faced some pretty heavy competition in the form of Maico-mounted Greg Rogers, a multi-time winner in the class this season. Legarra, however, was not shaken, picking up his final 1-1 sweep on the day in his four-class quest. Rogers was second via his 2-2 placings to lead Jay Lael's 3-3 and Yamaha rider Gene Boere's 4-4 to the finish. Bill Brown won the combined Intermediate portion with 1-1 finishes.

Legarra's lone loss came in the Open Evolution Expert class, to Yamaha-mounted Stevens. Stevens sloshed his way to a 1-1 win ahead of Legarra's 2-3 and Rogers, who finished second in moto two, ahead of Legarra. A first-moto fourth-place finish left Rogers third overall, ahead of Maico rider Dennis Sweeten and usual front-runner Joe Casey, the fifth-place finisher with a 6-4 showing.

Jeff Pugh, riding a 1974 Honda CR125, posted his second overall win of the season in the 125cc Expert class, forging ahead of both motos to lead Castles and newcomer Ryan Taylor, both of whom finished well behind Pugh. John Marcotte won the Intermediate portion, ahead of Woody Tuarel, Dan Osborne, Jeff Anderson and Scott Fisher.

Results

75: 1. Brandon Vuylsteke (Hon); 2. Markus Stevens (Hon); 3. Zane Zigler (Hon).

PRE-1970: 1. Ken Burningham (BSA).

125 EX: 1. Jeff Pugh (Hon); 2. Chris Castles (C-A); 3. Ryan Taylor (Hon).

125 INT: 1. John Marcotte (Hon); 2. Woody Tuarel (Hon); 3. Dan Osborne (Hon); 4. Jeff Anderson (C-A); 5. Scott Fisher (Hon).

125 AM: 1. Kyle Ingham (Hon); 2. Jabez House (Hon); 3. Eric Rasor (Hon); 4. Rick Ball (Suz); 5. Nick Chapman (Hod).

250 EX: 1. Larry Legarra (Hon); 2. Chris Clark (CZ); 3. Chris Castles (C-A).

250 INT: 1. John Zigler (Yam); 2. Marty Welter (Ric); 3. Jonathan Stuart.

250 AM: 1. Jabez House (Hon); 2. Rick Carillo (Hon); 3. Mike Regan (Hus).

OPEN EX: 1. John Ulver (Yam); 2. Wayne Grimm (Bul); 3. Terry Hyde (CZ).

OPEN INT: 1. John Adams (Yam); 2. Dana Salsman (Yam).

OPEN AM: 1. Tim Selander (CZ); 2. Dale Coppage (Hus); 3. Dan Fogerty (CZ).

30+ INT: 1. John Zigler (Yam); 2. John Adams (Yam); 3. Terry Linde (Hon).

30+ AM: 1. Rick Carillo (Hon); 2. Dan Fogerty (CZ); 3. David McDermott.

40+ EX: 1. Larry Legarra (Hon); 2. Chris Castles (C-A); 3. Bob Rush (C-Z).

40+ INT: 1. Dana Salsman (Yam); 2. Bill Brown (Ric); 3. Mark Detwiler.

40+ AM: 1. Steve Mowat (C-Z); 2. Mike Dorn (C-Z); 3. Randy Dale (Yam).

4-STRK AM: 1. David McDermott (Hon).

4-STRK INT: 1. Jonathan Stuart (Hon); 2. Dean Newton (Tri); 3. Scott Fisher (Hon).

50+ EX: 1. Jim Watts (Yam); 2. Terry Hyde (C-Z): 2. Wayne Grimm (Bul).

50+ INT: 1. Maynard Richards (Hon); 2. Dean Newton (Tri); 3. Ken Burningham (BSA).

50+ AM: 1. Steve Stateleund (C-Z); 2. Jabez House (Hon); 3. Gary Nordstrom (Hus).

60+ EX: 1. Jim Watts (Yam).

60+ INT: 1. Maynard Richards (Hon).

60+ AM: 1. Thomas Adams (Hon); 2. Larry Linde (Hon).

WMN: 1. Julie Sweeten (Kaw); 2. Ava Casey (Hon); 3. Cathy Brown (Yam).

125 EVO AM: 1. Nobby Toledo (Hon); 2. Charles Martin (Yam); 3. Mike Angelasto (Hon).

125 EVO INT: 1. Christopher James (Yam).

250 EVO AM: 1. Grant Boere (Hus); 2. Jack Rua (Hon); 3. Ken Harlan (Hon).

250 EVO INT: 1. Walter Welter (Bul); 2. Brian Blackwell (Yam).

250 EVO EX: 1. Gene Boere (Yam).

OPEN EVO AM: 1. Frank Campbell (Mai); 2. Rick Prudholm (C-A); 3. Ken Harlan (Yam).

OPEN EVO INT: 1. Karey Krahel (Mai); 2. Alex Schon (Mai); 3. Scott McAllister (Bul).

OPEN EVO EX: 1. Kurt Stevens (Yam); 2. Larry Legarra (Hon); 3. Greg Rogers (Mai); 4. Dennis Sweeten (Mai); 5. Joe Casey (Hon).

40+ EVO AM: 1. Ray Fisher (Mai); 2. Jay Terryah (Yam); 3. Frank Campbell (Mai).

40+ EVO INT: 1. Bill Brown (Yam).

40+ EVO EX: 1. Larry Legarra (Hon); 2. Greg Rogers (Mai); 3. Jay Lael (Mai).

0-40 EVO AM: 1. Andy Ide (Kaw); 2. Andy Scheen (Suz); 3. Colby Campbell (Yam).

4-STRK EVO AM: 1. Blake Mowat (Hon); 2. Tim Courson (Yam); 3. Ed Blackwell (Yam).

4-STRK EVO INT: 1. Brian Blackwell (Yam).

4-STRK EVO EX: 1. Monty Price (Yam).

U/L: 1. Charles Madin (Hon); 2. Randy Johnson (Hon).

WMN EVO: 1. Jessica Ostergren (Yam); 2. Cathy Brown (Yam).

Hinrichs electric at the Aztec

By Stacy Jensen

COLORADO SPRINGS, CO, FEB. 14

With bright sunshine, brisk breezes and more than 400 riders, the second round of the Sport Riders Association of Colorado and Mazda Trucks Championship Series gave spectators their fill of excitement at M and M Connections' Aztec Family Raceway. There was plenty of great racing throughout the day. However, when the Pros took to the track, Jeremy Hinrichs was there to win - and win he did, in both the Open and 250cc classes.

As the gate dropped on the first moto, it was a mad rush to that all-important first turn, a quick right-hander turning to a small table. As riders and machines came into the turn, local racer Donnie Burns took the holeshot, while close behind was Tom Smith, Scott Burris and John Murray. Over the table, Burris moved to first, while Smith, Clint Eliot and Murray, going into the south wash and advancing up the hill, made the exaggerated whoops look like cake.

Coming from eighth place, Hinrichs began a charge, as he passed two riders in the wash. On the uphill whoops, all but Burris saw his back as they advanced to the uphill S-turn, where Hinrichs took advantage of a tighter squeeze on the inside for the pass. Burris moved into second as Kelby Pepper, who gated in 11th, worked his way up to third.

In the lead, Hinrichs was in the driver's seat, although Burris tried without success to pass during the last few laps. At the finish line, the order was Hinrichs, Burris, Pepper, Murray and Lane Swink.

Burris got the second-moto holeshot, with Adams, Smith, Joe Pena and Pepper in tow. Hinrichs started a slow 13th but advanced to sixth by the end of the first lap. Swink was right on his tail. Kevin Hall fell after the finish line and moved to last as Hinrichs passed Pepper on the uphill whoops and then sneaked around Pena.

Now in third, Hinrichs began to push around the tower turn, pressing Adams and moving to second. He chased Burris up into the horseshoe turn at the north end of the track, where he was five seconds behind. As the two began up the long northwest hill and into a left-

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hand turn, Hinrichs closed the gap by three seconds. Hinrichs advanced slowly during the white-flag lap, pushing Burris as the bikes looked like an extension cord. Before the tower, Hinrichs tried first to outmaneuver Burris in a right turn with no success, as they dropped down over the pop-up short table and the immediate right turn out of the wash. He tried a gutsy move inside to take the lead.

The pass gave Hinrichs the win, with Burris taking second, followed by Adams, Swink and Pepper. The 1-1 moto tally gave Hinrichs the win, ahead of Burris, Pepper, Swink and Adams, who rounded out the top five.

Results

50 NOV: 1. Shane Krako; 2. Cole Schoendeck; 3. Austin Roger; 4. Cole Champagne; 4. Colter Dimick.

P/W NOV: 1. Jason Toth (Kaw); 2. Justin Decker (Kaw); 3. Bryce Horndecker (Kaw); 4. Kyle Kelly (Kaw); 5. Damon Dimick (Kaw).

P/W AM: 1. Ike Jost (Kaw); 2. Shane DeScenzo (Kaw); 3. Justin Jobe (KTM); 4. Will Gibson (Kaw); 5. Vinny Ramirez (KTM).

MINI BEG: 1. Matt Melgosa (Kaw); 2. James Gierhart (Hon); 3. Brady Hossfeld (Yam); 4. Brady Hossfeld (Yam); 5. Tad Buller (Hon).

MINI NOV: 1. Bryon Devries (Hon); 2. Joshua Ledbetter (Yam); 3. Ashley Boham (Hon); 4. Dawson Devries (Yam); 5. Rusty Mansanares (Yam).

OPEN MINI: 1. Matthew Burris (Yam); 2. Jeremy Riddle (Hon); 3. Brad Alarid (Hon); 4. Rusty Mansanares (Hon); 5. Dawson Devries (Yam).

MINI AM: 1. Adam Harvey (Hon); 2. Chris Flesia (Yam); 3. Rick Stitcher (Hon); 4. Michael Coleen (Kaw); 5. Jeremy Hansen (Kaw).

125 NOV: 1. Matt Vance (Yam); 2. Matt Hahn (Yam); 3. Ricky Mishida (Hon); 4. Kyle Lazzami (Yam); 5. Ryan Armstrong (Yam).

125 (12-15): 1. Cody Jensen (Kaw); 2. Hank Kindell (Kaw); 3. Jeremy Wilson.

125 AM: 1. Ryan Rozinski; 2. Eric Steger; 3. Nate Conley; 4. Timothy Riddle (Hon); 5. Michael Nelson (Yam).

125 (14-24): 1. Mike Royer (Yam); 2. Adam Burris (Yam); 3. Chad Ruggles (Yam); 4. Justin Riddle (Yam).

125 PRO: 1. Bobby Fitch; 2. Kelby Pepper; 3. Jeff Grace; 4. Billy Dotson (Yam); 5. Clint Eliott.

250 NOV: 1. Kevin Sander (Hon); 2. Jason Maynard (Kaw); 3. Steven Hardies (Yam); 4. Eric Hall (Kaw); 5. Ryan Williams (Kaw).

250 AM: 1. Kellen Tanner (Kaw); 2. George Cozzetto (Kaw); 3. Jon Adams; 4. Michael Krattli; 5. Tim Bannister (Yam).

250 (14-24): 1. Mike Royer (Yam).

OPEN (14-24): 1. Chad Ruggles (Yam); 2. Chris Phelan (Yam).

250 PRO: 1. Jeremy Hinrichs (Kaw); 2. Scott Burris (Yam); 3. Kelby Pepper (Hon); 4. Lane Swink (Kaw); 5. Andy Adams.

OPEN BEG: 1. David Flacks (Kaw); 2. Dean Ellico (Kaw); 3. Benny Hodges (Yam); 4. Travis Collins (Suz); 5. Brian Blakely (Kaw).

OPEN NOV: 1. Tony Swedburg (Yam); 2. Jason Maynard (Kaw); 3. Ian McPhearson (Kaw); 4. Eric Hall (Kaw); 5. Kevin Sanders (Hon).

OPEN (12-15): 1. Cody Jensen (Kaw); 2. Hank Kendall (Kaw).

OPEN AM: 1. Matt Wood (Yam); 2. Eric Steger; 3. Jon Adams; 4. Brian Millikan (Yam).

OPEN PRO: 1. Jeremy Hinrichs (Kaw); 2. Bobby Fitch; 3. John Murray (Yam); 4. Aaron Hill (Yam); 5. James Reimer (Yam).

VET NOV: 1. Ethan Bertsch (Yam); 2. Brian McDonald (Yam); 3. Larry Kastner (Yam); 4. Mike Grahm (Yam); 5. Ron Moreland (Kaw).

VET AM: 1. George Cozzetto (Kaw); 2. Michael Krattli (Kaw); 3. Kevin Carbaugh (KTM); 4. Kyle Rein (Yam); 5. Les Torgerson (Kaw).

VET PRO: 1. B. Stichter (Kaw); 2. Jeff Summers (Yam); 3. Andy Adams (Yam); 4. Darin Burkhart (Yam); 5. Lyle Schrock (Yam).

SR NOV: 1. David Gonzales (Yam); 2. Mark McDonald; 3. Curt Cummings (Yam); 4. Kent Walker (Yam); 5. Charlene Opperman (Hon).

SR AM: 1. Craig Buck (Yam); 2. Doug Hardin. (Yam); 3. Brent Bean (Yam); 4. Mark Anderson (Kaw); 5. Bob Leopold (Suz).

SR EX: 1. Mike Kappleman (Yam); 2. Lyle Schrock (Yam); 3. Byron Wolf (Yam); 4. Jim Wyman (Suz); 5. John Old (Suz).

S/SR: 1. Byron Wolf (Yam); 2. Tom Hamm (Suz); 3. Terry Frydendall (Yam); 4. Jim Reimer (Yam).

WMN NOV: 1. Kelly Spring (Yam); 2. Angela Jagiello (Hon); 3. Rose Bomburg (Yam).

WMN AM: 1. Brookie Renker (Yam); 2. Tricia May (Yam); 3. Ashley Boham (Hon); 4. Cheryl Steele (Yam); 5. Cynthia Bennett (Kaw).

Bailey back on track at Sidewinder HS

By Chris Bailey

STRING PRAIRIE, TX, FEB. 21

Honda of Houston rider Lynn Bailey stormed to victory, winning round three of the Motorcycle Stuff/Pro Clean 1000/VP Race Fuels-sponsored AMA Texas Championship Hare Scramble Series. This event was unique to the Hare Scramble Series in that the organizers continued to push the envelope by offering the riders different forms of off-road racing. For the first time, an ISDE qualifier-style format was used in conjunction with an existing traditional enduro.

At 8 a.m., the Texas Enduro riders started their enduro, and at 10 a.m., a separate ISDE qualifier start was held for the 240 Hare Scrambles Series riders. The Sidewinder Motorcycle Club continued their tradition of putting on a first-class event and did an outstanding job in accommodating the coinciding events.

Bailey started the day by posting the fastest time of the 15-rider AA class through the first 15-mile special test. After two more fun special tests, the short- and long-course riders split, with the C riders being sent on a trail ride back to camp for the finish. Holding a one-minute lead over fellow ISDE veterans Manny Garza and Josh Whitaker, Bailey stretched out his lead by another minute in the final 20-mile special-test section and took the overall victory. Garza finished second overall, just eight seconds ahead of Whitaker.

RT-One Results...

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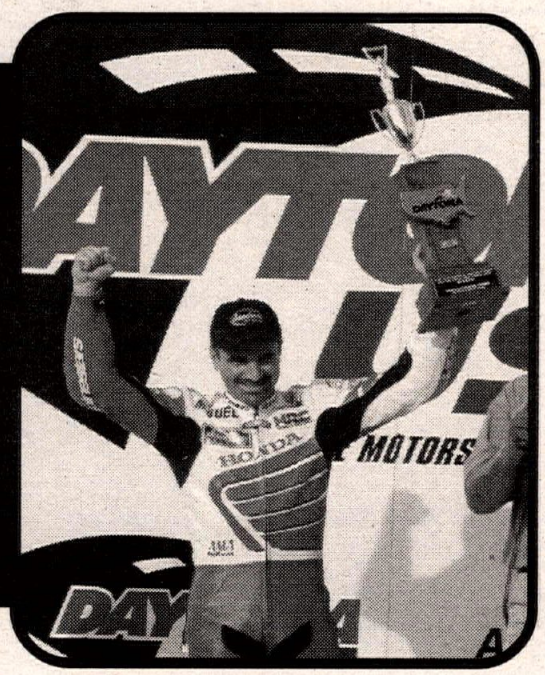

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Overall B honors went to 200cc B-class rider Jeffrey Kaiser. The young and talented Yamaha rider set the pace early and blistered each special test on his way to a convincing victory.

The story of the day came from the Open C class, as Lacy Thompson displayed her tight woods-riding skills and raised a few eyebrows by winning the Overall C trophy. Thompson, an elementary school teacher and former Women's-class champion, put on a riding clinic of her own and sent everyone home with a note pinned to their jersey.

Chris Jesperson continued his domination of the 60cc class by taking his third consecutive victory. Chad Goertz backed up his previous results with a win in the 50cc class.

Results

O/A A: Lynn Bailey (Hon).
O/A B: Jeffrey Kaiser (Yam).
O/A C: Lacy Thompson (Hon).
AA: 1. Manny Garza (Hon); 2. Josh Whitaker (Hon); 3. Cody Potts (Hon).
JR BOYS: 1. John Wade (KTM); 2. Jared Howard (Kaw); 3. Chris Ziegler (Hon).
50: 1. Chad Goertz (KTM); 2. Mike Hoffman (Tom); 3. Brock Barrows (KTM).
60: 1. Chris Jesperson (Kaw); 2. Kodak Griffen (Suz); 3. Justin Ebarb (Yam).
80: 1. Jason Jones (Kaw); 2. Robert Tiemann (Hon); 3. Randy Rhoades (Suz).
200 A: 1. Matt Landrum (Kaw); 2. Darren Porter (KTM); 3. William Henk (Kaw).
200 B: 1. Nathan Frerich (Suz); 2. Mark Cloud (Kaw); 3. Nathan Goertz (Yam).
200 C: 1. Gary Girnus (KTM); 2. Mike Champion (Yam); 3. Tommy Tarver (Hon).
250-OPEN A: 1. Russell Dismuke (Hon); 2. Brian Cecil (Kaw); 3. Troy Barrows (Hon).
250-OPEN B: 1. Greg Woodward (KTM); 2. Michael Carlton (Hon); 3. James Patterson (Yam).
OPEN C: 1. David Turnage (Kaw); 2. Harvey Davis (Kaw); 3. Andrew Davis (Hon).
OPEN D: 1. Shawn Potter (Kaw); 2. Brian Sims (Kaw); 3. Daniel Hill (Kaw).
30+ A: 1. Keith Simmons (KTM); 2. James Gunter (Kaw) 3. Tom Senesac (Yam).
30+ B: 1. Bryan Biggs (Kaw); 2. Stephan Wright (Hon); 3. James Caldwell (Hon).
30+ C: 1. Richard LaRivier (KTM); 2. Jeff Hardin (Kaw); 3. Mark Strong (Suz).
40+ A: 1. Rick Pitman (Hon); 2. Frank McNeill (Hon); 3. Bryan Graver (Suz).
40+ B: 1. Greg Nicholson (Suz); 2. Pete Rubio (Hon); 3. John Carlton (Hon).
40+ C: 1. Michael Stanley (Hon); 2. Michael Reaves (Hon); 3. Bobby Lewallen (Hon).
50+ A: 1. Howard Love (Hon); 2. Herb Fish (Kaw); 3. Rolf Larsson (Yam).
50+ B: 1. Bill Chedsey (Hon); 2. Alvin Frerich (Hon); 3. Robert Dismuke (Suz).
4-STRK A: 1. Greg Howard (Yam); 2. Chance Guest (Yam); 3. Andy Wright (Yam).
4-STRK B: 1. Steven Brink (Hon); 2. James Dickey (Hon); 3. Lee Jordan (Hon).
WMN: 1. Myra Blair (Kaw).
SPTSMN: 1. Stephan Griner (KTM); 2. Roger Bailey (Hon); 3. Sammy Sweet (Yam).

Parks Shepard, herd victory

By Mike Vancil

HOLLISTER, CA, FEB. 28

Shawn Parks and Clint Shepard each registered double moto victories in the 250cc and 125cc Pro classes, respectively, at the first of four Northern California events in the 1999 Spring CMA Pacific Coast Pro-Am Championships.

In the first moto, it was the fantastic start of Shepard that was a tip-off as to how the day would turn out. At the halfway point in the moto, it appeared that his competition, Parks, was a bit rusty after his recent five-month layoff from racing. While Parks faded a bit, it was Shepard on the gas to the finish.

In the second moto, the battle lasted a bit longer and fans enjoyed watching Intermediate racer J.R. Archutowski on a CR250 get the holeshot and lead for nearly a full lap before being overtaken by the Pros.

Parks had better results in the 250cc motos, in which he was matched against Neal Nelson. Park's KX250 was a bit more nimble than Nelson's YZ400, as the green rider was able to handily win both motos. To add to his take-home pay, Parks garnered the holeshot award.

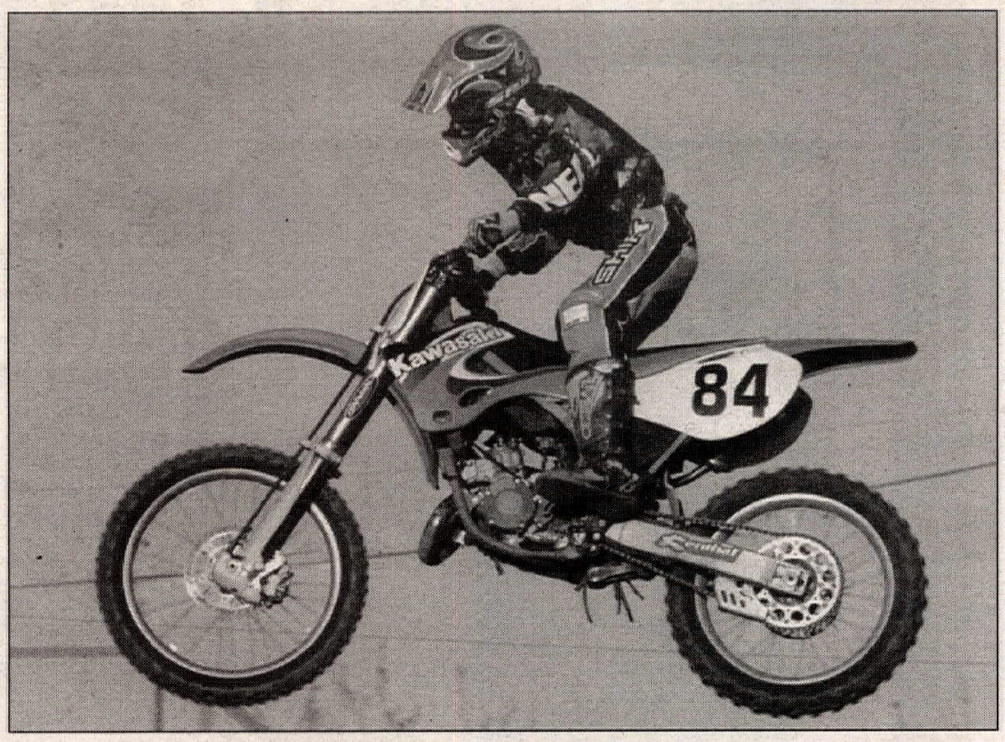
The 125cc Beginner-class race started off with Trafton Chandler battling handlebar to handlebar with Kelly McDonald in moto one. Trafton went on to win, followed by McDonald and Mike Dickerson, who worked his way up from a bad start.

In the second moto, McDonald got the better drive off the line and through the first corner, but it was not long before McDonald was once again watching Chandler's back. Later, McDonald dropped back to 10th when he had bike problems.

The most-improved rider on the day was Ruben Valles, who climbed from ninth to second in moto two. Dickerson again finished third, which was good enough for a second overall showing on the day.

Results

250 PRO: 1. Shawn Parks (Kaw); 2. Neal Nelson (Yam).
250 INT: 1. Jeremy Mills (Hon); 2. Shawn Reed (Kaw).
250 NOV: 1. Adam Brisden (Kaw); 2. Shaw Brooke (Hon); 3. Travis Jecker (Hon); 4. Doug West (Hon); 5. Gary Taylor (Hon).
125 PRO: 1. Clint Shepard (Hon); 2. Shawn Parks (Kaw).
125 INT: 1. J.R. Archutowski (Hon).
125 NOV: 1. Mark Verhougstraete (Suz); 2. Ryan Philcott (Yam); 3. Dana Drake (Suz); 4. Mike Aiello (Yam).
125 BEG: 1. Trafton Chandler (Yam); 2. Mike Dickerson (Yam); 3. Jim Wright (Suz); 4. Ruben Valles (Yam); 5. Brett Basarich (Suz).
25+ INT: 1. Mike Besemer (Hon); 2. Shawn Reed (Kaw); 3. Jeremy Mills (Hon).
25+ NOV: 1. Adam Brisden (Kaw); 2. Brooke Shaw (Hon); 3. Dana Drake (Suz); 4. Gary Taylor (Hon); 5. Doug West (Hon).
25+ BEG: 1. Renee Luebbers (Kaw); 2. Jeremy Khinoo (Suz); 3. David Blair (Hon).
VET INT: 1. Gary Plaatje (Kaw).
VET NOV: 1. Jeff Baxter (Yam); 2. John Newell (Suz).
VET BEG: 1. Mark Lopez (Hon); 2. Frank Weldén (Yam); 3. Steve Mannina (Suz); 4. Larry Pacini (Hon); 5. Joe Newell (Yam).
O/T INT: 1. Danny Malfasti (Yam); 2. Jeff Baxter (Yam).
O/T NOV: 1. Mike Amaral (Kaw); 2. Nick Langston (Yam).
OPEN INT: 1. Mike Sesemer (Hon).
80 B/W: 1. Craig Markert (Hon).
80 NOV: 1. Justin Woods (Yam); 2. Zac Baxter (Yam); 3. Casey Hinson (Suz); 4. Darsey David (Suz).
80 BEG: 1. Chris Canley (Yam); 2. Ross Pacheco (Yam); 3. Tony Campos (Kaw); 4. Nick Balson (Yam); 5. Dayton Hix (Hon).
60 (9-11) INT: 1. Casey Hinson (Kaw).
60 (9-11) NOV: 1. Nathan Hollister (Kaw).
60 (9-11) BEG: 1. Brian Watts (Kaw); 2. Kyle Baldson (Kaw); 3. Tony Campos (Kaw).
60 (0-8) NOV: 1. Dustin Pipes (Kaw).
60 (0-8) BEG: 1. Zac Dupuis (KTM); 2. Eric Poth (Kaw).
50 (7-8) BEG: 1. Shawn Murphy (KTM); 2. P.J. Leshinsky (KTM); 3. Justin Young (KTM); 4. Jordan Maciel (Yam).
50 (7-8) NOV: 1. Eric Poth (Cob).
50 (1-6) BEG: 1. Ryan Murphy (KTM); 2. Jerry Blake (Yam); 3. Hunter Alfonso (Yam); 4. Jeremy Young (Yam).



Shawn Trabert took the 125cc Novice-class honors during CRC Motocross action at Los Angeles County Raceway in Palmdale, California.

Kudos to Krasel

By Greg Robertson

PALMDALE, CA, FEB. 28

CR80-mounted Corey Krasel made his way to the front of the pack in both 80cc Beginner motos to claim the overall win during California Racing Club's Sunday motocross at Los Angeles County Raceway.

Michael Brewer started things out with the first-moto holeshot. Casey Logan had his KX80 up into second place, just ahead of Krasel, Brent Fawcett and Kyle Jenkins. Jenkins was the first to make a move, getting around both Fawcett and Krasel by lap two. Logan went down while Krasel repassed Jenkins to quickly jump from fourth to second place. Krasel hounded Brewer for the second half of the race and was finally able to take over the top spot on the last lap. Jenkins came across in third, ahead of Logan and Fawcett.

Brewer reeled off another good start to lead Krasel and Jenkins as moto two got under way. Krasel put his GSC/FMF/Tom Morgan Racing-backed Honda into the lead at the start of lap two and stayed out front to pick up his second moto win on the day. Jenkins got around Brewer at the midway point to secure the second-place trophy with his 3-2 tally. Logan went 4-3 to edge out the 2-5 of Brewer for third in the final standings.

Brandon Davis was untouchable in the first 125cc Beginner moto, going wire to wire for the win. Mike McAlpin held down the runner-up position throughout the race, ahead of a good battle for third that saw Jamie Dietz prevail over Kevin Miller, Neil Chisholm and Aaron Bork.

Dietz led McAlpin and Davis out of the gate in the second moto. McAlpin went down in the LACR sand and dropped back in the pack while Davis made his way into the lead with just over a lap completed. Once out front, Davis ran away with the win. Dietz held off Miller to finish second in the moto and second overall. McAlpin managed to work his way back up into fifth for fourth overall behind the 4-3 of Miller.

In the 125cc Novice class, competitors Shawn Trabert and Bo Williams were evenly matched while running at the front of the pack in both motos. It came down to getting the upper hand off the start, with Williams doing the deed in the first moto for the win. Trabert put his KX125 out front at the start of moto two and then proceeded to keep Williams at bay for the overall win.

Results

P/W YAM STK: 1. Sean Robison (Yam); 2. Nikolus Legg (Yam); 3. Eric Kahler (Yam); 4. Ryan Robison (Yam); 5. Daniel King (Yam).
P/W BEG: 1. Dallas Keedomn (KTM); 2. Shawn Rhinehart (KTM); 3. Joey Blair (KTM); 4. Ethan Kennedy (KTM); 5. Chandler Quimette (KTM).
S/P/W: 1. Keith Robinson (Cob); 2. Blake Unicak (Cob).
60 BEG: 1. Ken Slater Jr. (KTM); 2. James Jenkins (Kaw); 3. Tyler Krasel (Kaw); 4. Tony Nataro (Kaw); 5. Tyler McComb (Kaw).
60 (4-8): 1. Garrett Lilly (KTM).
60 (9-11): 1. Casey Logan (Kaw); 2. Preston Lundin (Kaw); 3. Timmy Ritzler (Kaw); 4. Joshua Kahler (Hon).
80 BEG: 1. Corey Krasel (Hon); 2. Kyle Jenkins (Kaw); 3. Casey Logan (Kaw); 4. Michael Brewer (Hon); 5. Brent Fawcett (Kaw).
80 (7-11): 1. Matt Elliott (Hon).
80 (12-13): 1. Anthony Barbacovi (Yam); 2. Darin Chisholm (Yam).
80 (14-16): 1. Sam Scanlon (Hon).
125 BEG: 1. Brandon Davis (Yam); 2. Jamie Dietz (Yam); 3. Kevin Miller (Yam); 4. Mike McAlpin (Yam); 5. Neil Chisholm (Hon).
125 NOV: 1. Shawn Trabert (Kaw); 2. Bo Williams (Yam); 3. Matt Simpson (Hon).
250 BEG: 1. Flemming Larson (Kaw); 2. Neil Chisholm (Hon); 3. Anthony Spainhower (Hon); 4. Bob Dolinar (Kaw); 5. Brian Adams (Suz).
250 INT: 1. Jimmy Roberts (Hon).
250 PRO: 1. Dustin Evans (Hon).
500 PRO: 1. Edwardo Flippo (Hon); 2. Norm Schiel (Hon).
JR VET BEG: 1. Brandon Brandon (Suz); 2. Craig McCormick (Kaw).
JR VET NOV: 1. Pasha Afshar (Yam); 2. Gabi Abayou (Hon); 3. Assaf Alush (Kaw); 4. Brad Pietro (Yam); 5. David Williams (Hon).
VET BEG: 1. Matt McColm; 2. Clay Fontenot (Hon); 3. Rick McComp (Yam); 4. Mike Sheldon (Yam); 5. Craig McCormick (Kaw).
VET NOV: 1. Mike Massa (Hon); 2. Rob Enriquez (Yam); 3. Pasha Afshar (Yam); 4. David Williams (Hon); 5. Ray Ritzler (Kaw).
VET INT: 1. Craig Conaway (Hon); 2. Danny Battaglia (Yam).
VET EX-PRO: 1. Troy Welty (Suz); 2. Tim Telford; 3. Jimmy Roberts (Hon).
SR NOV: 1. David Hagberg (Hon); 2. Ken Slater Sr. (Kaw); 3. Kenny Kopecky (Kaw).
SR AM: 1. Steve Williams (Hon); 2. Bob Dunham (Yam); 3. Kirk Freeman (Yam).
SR EX: 1. Edwardo Flippo (Hon); 2. Norm Schiel (Hon).

McCoy gets real at Yerington HS

By Nick Fain

YERINGTON, NV, FEB. 28

Ed McCoy won the opening round of the MRANN series for the second time in as many years. The Casino West-sponsored event drew top riders from Northern California, southern Nevada and the local area to compete for the $500 first-overall prize. Also, with $100 gift certificates for the first Amateur and Novice riders, the event drew more than 200 riders to compete on a 40-mile loop, comprised of a combination of roads and sand washes.

Kawasaki Team Green rider Shane Esposito scored the holeshot over McCoy, KTM's David Pearson, Dennis Belingheri, Greg Searle and Dave Hamel. The high speed, extreme dust and lack of wind on the bomb left many top riders, such as ISDE veterans Rob Zimmerman and Donnie Williams, scrambling for positions.

Out front, ahead of the dust, Esposito enjoyed a comfortable two-minute lead over the tightly bunched group racing for second. The group got smaller when David Pearson dropped out due to mechanical failures. Shortly into the second loop, Esposito also fell victim to mechanical problems and handed the dust-free lead over to McCoy, who was having an easier time than DH Racers/Pro Circuit-backed Dave Hamel.

"I was stuck behind Searle and the dust was so bad, you couldn't pass," said Hamel. "Finally he pulled over, but by then it was too late to catch McCoy."

Coming into the finish, it was McCoy, followed by Hamel and Yerington local Larry Wright, who took the Over 38 Expert-class win in third. Scoring fourth overall and the 250cc Expert win was California native Mark Weldy, narrowly edging out Nick Fain, who rode loop two with a flat rear tire. Josh Wilson, who was suffering from the flu, captured sixth overall, ahead of the screaming Husqvarna 125 of Travis Sluder. Marty Kennedy won the Over 30 class, followed by Gil Grieve.

In the Amateur class, Bret Ajax was the man to beat, and David Kell won the Novice class each of them scored a $100 gift certificate from Reno Motor Sports.

In the 80cc race, Travis Pearson scored the overall win, ahead of local favorite Justin Soulé. It was the first time that Soulé had dealt with regional competition, and he gave Pearson a run for his money. They ran neck and neck the whole race. Cooper Munson scored the 80cc Amateur win with ease, while Reese Zunio showed the 80cc Novice class the ropes, scoring fourth overall.

The 60cc action was just as tight, with Novice Ryan Toomey scoring the holeshot and second overall, behind Zach Fields, who won the Expert class.

Results

P/W: 1. J.J. Brown (KTM); 2. Keith Adams (KTM); 3. Trevor Deruise (Lem); 4. Jeremy Deruise (Yam).
60 NOV: 1. Ryan Toomey (Kaw); 2. Kyle O'Brien (Kaw); 3. Joshua Morros (Kaw); 4. Chris Walton (Hon); 5. J.J. Brown (Kaw).
60 EX: 1. Zach Fields (Kaw).
80 NOV: 1. Reese Zunio (Suz); 2. Brian Clugage (Kaw); 3. Dave Hamel (Kaw); 4. Reese Rigsby (Suz); 5. Clint Stitser (Hon).
80 AM: 1. Cooper Munson (Hon).
80 EX: 1. Travis Pearson (Kaw); 2. Justin Soulé (Kaw).
125 NOV: 1. Corey Mathisen (Kaw); 2. Josh Mann (Hon); 3. Dan Tresley (KTM); 4. Dillon Bullock (Hon).
125 AM: 1. Sean Berryman (Suz); 2. Casey Segale (Hon).
125 EX: 1. Travis Sluder (Hus); 2. Paul Ziegler (Suz); 3. Donnie Williams (Yam).
250 NOV: 1. Daniel Moss (Yam); 2. Michael Payne (Suz); 3. Sean Moran (Yam); 4. Steve Carey (Kaw); 5. Mike Dower (KTM).
250 AM: 1. Randy Bernelli (Kaw); 2. Michael White (Hon); 3. Andy Hummel (Kaw); 4. James Steimer (Suz); 5. Dana Losey (Hon).
250 EX: 1. Mark Weldy (Kaw); 2. Todd Davis (Yam); 3. Dennis Belingheri (Suz); 4. Steve Tichenor (Suz); 5. Nick Sanford (Yam).
OPEN NOV: 1. Adam Thissen (Kaw); 2. Gary Andrews (Hon); 3. Shane O'Neal (Kaw).
OPEN AM: 1. Bret Ajax (Kaw); 2. John Flynn (Hon); 3. Ken McLellan (Kaw); 4. John Polon (Hon); 5. Michael Westphal (Kaw).
OPEN EX: 1. Ed McCoy (Hon); 2. Dave Hamel (Yam); 3. Nick Fain (Kaw); 4. Josh Wilson (Yam); 5. Greg Searle (Kaw).
4-STRK NOV: 1. David Keller (Hon); 2. Nathan Delancy (Hon); 3. Larry Ogden (Hon); 4. Scott Brunner (Yam); 5. Mike Leigh (Suz).
4-STRK AM: 1. John Tommila (Yam); 2. Emmit Taylor (Yam) 3. Patrick Bonse (Hon); 4. Troy Callahan (Yam); 5. Russ Whitney (Hon).
4-STRK EX: 1. Mike Tyner (Yam); 2. Mike Baxter (Yam).
30+ NOV: 1. Eric Sireika (Kaw); 2. Mike Kinkel (Hon); 3. Fred Eldred (Suz); 4. Randy Adams (Hon); 5. Dennis Cunningham (Kaw).
30+ AM: 1. Michael Seelinger (Yam); 2. Mike Williams (Kaw) 3. Todd Mohr (Hon); 4. Robert Austin (KTM); 5. Blake Lawson (Kaw).
30+ EX: 1. Marty Kennedy (Kaw); 2. Bill Diaz (Hon); 3. Mitch Gallagher (Kaw).
38+ NOV: 1. Randy Talbott (Kaw); 2, Daniel Brown (Suz); 3. James Gocka (Yam); 4. John Eiche (Hon); 5. Brad Foley (Kaw).
38+ AM: 1. Bill Dowers (KTM); 2. Clyde Lawler (Hon); 3. Glenn Myers (KTM); 4. Mike Thomas (Hon); 5. Donnie Bird (Yam).
38+ EX: 1. Larry Wright (Hon); 2. Gil Grieve (Hon); 3. Jay Heying (Hon); 4. Mark Dowers (KTM); 5. Joel Ellis (Yam).
50+ NOV: 1. Jim Ports (Suz); 2. Tharon Webb (KTM); 3. Jeff Rowley (Kaw).
50+ AM: 1. Glenn Davis (KTM); 2. Tom Gardner (Hon); 3. Richard Vondersche (Kaw).
50+ EX: 1. Gary Vanderpool (Hus); 2. George Walker (Hon); 3. Ron Keeping (KTM); 4. Mernie Irwin (Kaw).
WMN: 1. Susan Brown (Hon).

Lysdale lands short of double at CMXR

By Kirk Chandler

CARLSBAD, CA, FEB. 20.

Jeff Lysdale took both motos of the Vet 30 Novice class to capture the overall victory, and he was challenging for the overall in the 250cc Novice class, but he came up a little short.

In the first moto of the Vet 30 Novice class, the holeshot went to Dawson Leachman; he was followed closely by Jeff Gray and Lysdale. With a couple of quick moves, Lysdale was in the lead. Gray also followed with a pass before the pack crested "Devil's Drop." Running fourth was Kirk Barnett, who was followed by Kimo Burnham. Lysdale was out front and charging. Gray was still in second, but Barnett was all over Leachman and he made the pass in the back section of the track.

The pack remained in the same order for a couple of laps until Zach Lindburg, who had suffered a midpack start, reeled in and passed Leachman to claim fourth. Lysdale took the first moto in convincing style over Gray, Barnett, Lindburg and Leachman.

As the pack barreled down the start stretch in the second moto, the holeshot looked to be going to Stewart Fichlen, but when the pack turned the corner, Fichlen allowed Lysdale the opportunity to sneak into the lead. The pack was winding its way through the infield with Lysdale leading, followed by Fichlen, Burnham and Leachman. First-moto runner-up Gray was back in the seventh spot and looking to advance his Kawasaki to the front of the pack as soon as he could.

When the pack completed their first lap, Lysdale had a comfortable margin over Fichlen, who was to fall victim to the hard-charging pack. Gray had moved up to fifth and was closing in rapidly on second. Burnham made his move on the second lap, passing Fichlen for second. Gray was also on the move and he took fourth from Leachman and then took third from Fichlen in the same lap. On the third lap, Gray passed Burnham, who looked to be tiring, but it was too little too late, as Lysdale was already on cruise control to his second moto win of the day. Lysdale was followed across the line by Gray and Burnham.

Lysdale then rolled up to the line for his second race of the day, the 250cc Novice class. When the gate dropped, it was Kirk Chandler and Lysdale going through the corner at the same time. With a bump of the elbow, Chandler pulled a slight advantage in turn two. The two racers battled tooth and nail the entire moto. On the final lap, Lysdale got a run on Chandler coming down the downhill. Lysdale had the advantage and started to pinch off Chandler on the last drop-off. While trying to make the pass, Lysdale then got sideways as his bike landed in the chop. Chandler quickly snaked the inside line and retook the advantage. The order at the finish was Chandler, Lysdale and, a ways back, Scott Kishel.

As the pack took off for the second moto, it was Chandler with his second holeshot of the day. Lysdale was running third, and he made a quick pass to get into second. Lysdale began hounding Chandler and made his move on lap three at the top of the downhill. Lysdale made the pass stick, but he could not shake Chandler.

When the white flag came out, the two riders were neck and neck. Chandler pulled abreast of Lysdale coming down the hill. Lysdale stuck to the inside rut as Chandler swung around the outside and outhorsepowered Lysdale going up the next hill. Chandler maneuvered around a lapper and took the checkers, leaving Lysdale in second, followed by Kevin Burns. CN

Results

80 BEG: 1. Kyle Anderson (Kaw); 2. Cory Gustafson (Kaw); 3. Brandon Friestat (Hon).

80 NOV: 1. Tristan Kallas (Yam); 2. Jeff Vaughn (Yam).

125 BEG: 1. Mike Ryder (Yarn); 2. Eric Reynolds (Suz); 3. Jay Roslington (Yam).

125 NOV: 1. Jeff Morrow (Yam); 2. Kirk Barnett (Hon); 3. Tory Norell (Yam).

250 BEG: 1. Robert McCorough (Hon); 2. Justin Armer (Yam); 3. Chris Dunham (Suz).

250 NOV: 1. Kirk Chandler (Hon); 2. Jeff Lysdale (Kaw); 3. Kevin Barns (Hon).

250 INT: 1. Josh Tupa (Yam); 2. Josh Eder (Hon); 3. Glen Cunningham (Hon).

250 PRO: 1. Colin Eberly (Yam).

OPEN EX: 1. Davide Trolli (Hus).

VET 30+ BEG: 1. Mike Ryder (Yam); 2. Jay Roslington (Yam); 3. William Burkeybile (Hon).

VET 30+ NOV: 1. Jeff Lysdale (Kaw); 2. Jeff Gray (Kaw); 3. Kirk Barnett (KTM).

VET 30+ INT: 1. Tim Theodore (Yam); 2. Glenn Cunningham (Yam); 3. Price St. Clair (Yam).

VET 30+ EX: 1. James DeRidder (Yam); 2. David Jennings (Hon); 3. Victor Walker (Yam).

VET 40+ NOV: 1. Gary Ogden (Kaw); 2. Larry Fossett (Yam); 3. Zach Lindburg (Yam).

VET 40+ INT: 1. William Prario (Kaw) 2. Ron Hederickson (Yam); 3. Pat Hawley (Suz).

VET 40+ MSTR: 1. Rob Wilshire (Yam); 2. Paul Vogelsang (Yam); 3. Daniel Davalos (Suz).

VET 40+ EX: 1. Alan MacDonald (Hon).

VET 50+ NOV: 1. Ed Rodzack (Yam).

VET 50+ INT: 1. Dennis Rosenburg (Yam); 2. Bruce Cornell (Yam).

VET 50+ MSTR: 1. Dave Jacobus (Yam); 2. John Knight (Yam); 3. Chuck Rouse (Yam).

BMBR NOV: 1. Bob Barnett (Hon); 2. Rick Rennig (Suz); 3. Don Stevenson (Hus).

BMBR EX: 1. Hootie Davis (Hon); 2. Thomas Englehardt (Yam); 3. Charlie Richardson (Yam).

4-STRK EX: 1. Thomas Englehardt (Yam).

WMN NOV: 1. Sharlin Humphreys (Yam); 2. Karen Arcaris (Kaw); 3. Lisa Shear (Kaw).

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AMATEUR DIVISION

**1. 125cc A
2. 125cc A/Pro Sport
**3. 125cc B Stock
4. 125cc B Modified
**5. 250/Open A
6. 250/Open A/Pro Sport
**7. 250/Open B Stock
8. 250/Open B Modified
9. Four Stroke (0-650cc)
10. Plus 25
11. Vet A Plus 30
12. Vet B/C Plus 30
13. Senior Plus 40
14. Masters Plus 50 (Only 20 to National)
**15. 125cc C Stock
16. 125cc C Modified
17. 250/Open C

YOUTH DIVISION

**18. 51cc 4-6 yr Stock shaft drive oil inject
**19. 51cc 4-6 yr AMA Stock Class 1
**20. 51cc 7-8 yr AMA Stock Class 2
**21. 65cc Stock 7-9 yr
**22. 65cc Stock 10-11 yr
**23. 85cc Stock 7-11 yr
**24. 85cc Stock 12-13 yr
25. 85cc Modified 9-13 yr
**26. 85cc Stock 14-15 yr
27. 85cc Modified 14-15 yr
28. 105cc Super Mini 12-15 yr
**29. 125cc Stock 12-15 yr
30. 125cc Modified 12-15 yr
**31. Women 80-105cc 12-15 yr
**32. Women 105cc, 125cc&up

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3/27-28/99	Challenger	Jacksonville, PA	(724) 726-5494
4/10-11/99	Doublin Gap	Newburg, PA	(717) 249-6036
4/17-18/99	Birch Creek	Danville, VA	(804) 724-4392
4/24-25/99	Steel City	Delmont, PA	(304) 284-0084
5/1-2/99	Motomasters	Mexico, NY	(315) 963-4999
5/8-9/99	Pleasure Valley	Armaugh, PA	(814) 536-1845
Northeast Amateur Regional			
6/19-20/99	Broome-Tioga	Binghamton, NY	(717) 222-9290
Northeast Youth Regional			
6/26-27/99	Frozen Ocean MX	Auburn, NY	(315) 784-5466
SOUTHEAST			
3/14/99	Thundercross	Okeechobee, FL	(941) 357-2277
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3/27-28/99	Peery's OutdoorMX	Hohenwald, TN	(931) 796-2298
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4/17-18/99	Kilpatrick MX	Albertville, AL	(256) 561-3495
5/15-16/99	Echeconnee MX	Macon, GA	(912) 788-8227
Southeast Amateur Regional			
6/12-13/99	Camp Coker	Society Hills, SC	(423) 323-5497
Southeast Youth Regional			
6/19-20/99	Lazy River MX	Chatsworth, GA	(706) 278-1620
MIDEAST			
3/27-28/99	Daniel Boone	London, KY	(606) 877-1364
4/17-18/99	Vinton Motocross Park	McAurthur, OH	(740) 756-1267
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5/1-2/99	Red Bud	Buchanan, MI	(616) 695-6405
5/15-16/99	Midway Motosports	Mitchell, IN	(812) 849-0023
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5/22-23/99	COCR	Sugar Grove, OH	(740) 983-3937
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Mideast Amateur Regional			
6/26-27/99	Dutch Sport Park	Bloomingdale, MI	(616) 683-4418
Mideast Youth Regional			
6/12-13/99	Sunday Creek	Jacksonville, OH	(740) 797-2413
NORTH CENTRAL			
3/20-21/99	South Central MX	Salem, IL	(618) 548-5259
3/27-28/99	Midwest Motospts	Kahoka, MO	(660) 727-3301
4/3-4/99	Cycle World USA	Hawk Point, MO	(314) 338-4090
4/17-18/99	Midwest Extreme	Merwin, MO	(660) 267-3400
5/1-2/99	Baileys Motospts Pk	Hoopeston, IL	(217) 283-6370
5/8-9/99	Lincoln Trail	Casey, IL	(217) 932-2041
5/15-16/99	The Edge	Nashville, IL	(618) 327-9879
5/22-23/99	Viking Cycle Park	Denmark, WI	(920) 788-5348
North Central Amateur Regional			
6/12-13/99	Lk Geneva MX	Lk Geneva, WI	(815) 337-0864
North Central Youth Regional			
6/26-27/99	Western KY MX	Lowes, KY	(502) 642-2345
SOUTH CENTRAL			
3/27-28/99	Two Rivers Racing	Milliken, CO	(970) 587-5770
4/3-4/99	Highland MX	Highlands, TX	(281) 843-6686
4/10-11/99	Village Creek	Ft Worth, TX	(817) 572-7713
4/10-11/99	Cedar Hill MX	Magnolia, AR	(870) 342-5373
4/17-18/99	Midwest Extreme	Merwin, MO	(660) 267-3400
5/1-2/99	New Mexico Comp.Club	Moriarty, NM	(505) 884-9033
5/8-9/99	Yampa Vly Dirt Riders	Craig, CO	(303) 271-0190
5/22-23/99	Cooperland	Stillwater, OK	(405) 743-1515
South Central Amateur Regional			
6/19-20/99	Village Creek	Ft Worth, TX	(817) 572-7713
South Central Youth Regional			
6/12-13/99	Cedar Hill	Magnolia, AR	(870) 342-5373
SOUTHWEST			
3/14/99	Glen Helen	San Bernadino, CA	(909) 880-3090
3/27-28/99	Two Rivers Racing	Milliken, CO	(970) 587-5770
5/1-2/99	New Mexico Comp.Club	Moriarty, NM	(505) 884-9033
5/8-9/99	Yampa Vly Dirt Riders	Craig, CO	(303) 271-0190
5/22-23/99	Cedar Raceway Pk.	Cedar City, UT	(435) 559-7223
Southwest Amateur and Youth Regional			
6/19-20/99	Glen Helen	San Bernadino, CA	(909) 880-3090
NORTHWEST			
4/25/99	Clarksbranch	Roseburg, OR	(541) 673-1671
5/23/99	Washougal MX	Washougal, WA	(541) 673-1671
Northwest Amateur and Youth Regional			
6/12-13/99	Washougal MX	Washougal, WA	(541) 673-1671

August 2-7 Loretta Lynn's Ranch, Hurricane Mills, TN
AMA Amateur & Youth National Championship

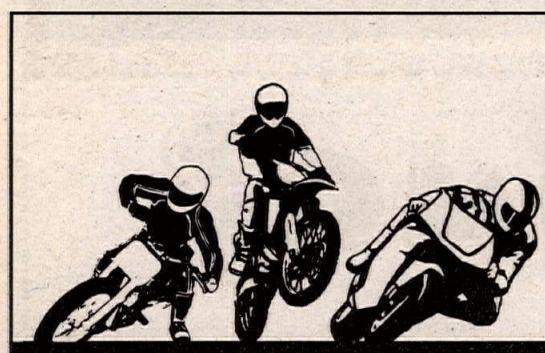
Results

Motocross
Moto-X West
Spring 1999 Series
Round 1
Nevada Old-Timers
Fernley, NV
February 21
By Bob Fabel

50 (0-7)	
Keith Adams	Act
Kyle Martensen	KTM
Trevor York	KTM
Hannah Hammon	KTM
Cory Riddle	Yam
50 (8+)	
Bubba Mason	KTM
J.J. Brown	KTM
Monica Hibdon	KTM
60 (0-9)	
Tyler York	Kaw
Ryan Toomey	Kaw
Kyle Churchley	Hon
Chris Walton	Kaw
Kyle O'Brien	Kaw
60 (10+)	
Zack Fields	KTM
Nathan Ashley	Kaw
Chad Hooser	Kaw
Markus Anderozzi	Kaw
Brook York	Kaw
80 BEG	
Tim Rechel	Hon
Andy Valdez	Hon
Travis Crawford	Kaw
Jimmy Janetto	Yam
Zack Fields	Yam
80 JR	
Nick Baugh	Kaw
Ryan Ferris	Suz
Rian Merbach	Suz
Doug Nessler	Hon
Kyle Congdon	Hon
80 INT	
Nick Jarrett	Hon
Jimmy Nelson	Yam
Bobby Garrison	Yam
125 BEG	
Justin Pasero	Kaw
Robbie Altizer	Kaw
Michael Ruepp	Kaw
Jon Peacock	Hon
Billy Booth	Kaw
125 JR	
Greg Yamas	Hon
Greg Garrison	Hon
Rocky Audenried	Suz
Stephen Payne	Suz
Matt Womble	Hon
125 INT	
Tommy Jean	Yam
Jesse Duncan	Hon
Matt Buyten	Yam
Ryan Leyba	Yam
Tony Evans	Hon
125 PRO	
Dustin Miller	Yam
Freddy Wiechers	Hon
250 BEG	
Carsol Isom	Hon
Michael Ruepp	Kaw
Jason Kenneweg	Suz
Jesse Melendy	Hon
Justin Manor	Hon
250 JR	
Josh Boulware	Kaw
Greg Chapel	KTM
Jeston Ponciano	Kaw
Tim Walker	Suz
Nick Sanford	Yam
250 PRO	
Freddy Wiechers	Hon
Scott Stillmock	Hon
Justin Mastalka	Yam
Randy Maga	Kaw
Butch Stillmock	Hon
25+ BEG	
Brian Roll	Hon
Shane O'Neal	Hon
James Rabyor	Kaw
25+ JR	
Paul Emerson	Hon
Ryan Keuhey	Hon
Russ Rodoni	Kaw
Tim Walker	Suz
Steve Gill	Suz
30+ BEG	
Jim McCracken	Hon
Stan Kotwalski	Suz
Monte Hammon	Suz
Brent Blumenthal	Hon
Gary Landaburu	Hon
30+ JR	
Marvin Small	Yam
Mike Ryckebosch	Kaw
Scott Churchley	Hon
Paul Gentry	Hon
Russ Rodoni	Kaw
30+ INT	
Doug Hoodman	Yam
Clay Cole	Hon
Paul Emerson	Hon
Joseph Inman	Hon
Cliff Walls	Yam
30+ EX	
Larry Brown	Hon
Mike McMurry	Hon
Gilbert Chick	Hon
Eric Schacht	Yam
Al McElroy	Hon
30+ PRO	
Butch Stillmock	Hon
Randy Maga	Kaw
Jon Varner	Hon
Russ Johnson	Kaw
40+ JR	
Tom Garrison	Hon
Michael Jacobs	Mai
Steve Pasero	Kaw
Greg Chapel	KTM
Gary Landaburu	Hon
40+ INT	
Ted Griffin	Hon
Mike Ellis	Hon
Dave Keil	Hon
Ralph Winship	Kaw
John Miller	Hus
40+ EX	
Larry Brown	Hon
Tom Baugh	Suz
Larry Jones	Hon
Pete Vandenberg	Hon
Joseph Inman	Hon
WMN	
Sedanna Losey	Hon
Shalie Thorwaldson	Hon
Tammi Williamson	Hon
Christina Ellis	Hon
Normajean Jean	Hon

Road Race
WERA Sportsman Series
Round 1
Talladega, AL
February 21
By Drew Lincoln

125 GP	
Jason DiSalvo	Hon
Scott "Root' Martin	Hon
Patrick M. Chandler	Hon
Thomas R. Harper	Yam
Jim Conley Jr.	Hon
A S/STK	
Chris "Opie" Caylor	Suz
Curry Justice	Suz
Mike de Brabant	Suz
Rob Palmieri	Suz
Wade Buffington	Suz
B PROD	
Keenan Foster	Hon
Wrenn Smith	Hon
David Sourdiff	Hon
W. Chris Self	Hon
Eric D. Connor	Hon
B S/BK EX	
William R. Lincoln IV	Suz
Wade Buffington	Suz
Rob Palmieri	Suz
William League	Suz
B S/BK NOV	
Rick Fairbairn	Suz
Lawrence Greco	Suz
Brian Vogel	Kaw
Jerome Canley	Suz
Rob Watson	Suz
B S/STK	
Chris "Opie" Caylor	Suz
Lee Acree	Suz
Wade Buffington	Suz
Curry Justice	Suz
Brian James Honeycutt	Hon
C PROD	
Andy Caldwell	Suz
Brian K. Hayes	Suz
Tim Brewer	Hon
Wrenn Smith	Hon
Jeff Selbert	Suz
C S/BK EX	
Brian Lantz	Kaw
Jep Palmour	Kaw
Colin Crichton	Suz
Ann Yates	Suz
Rocky D. Gravley	Kaw
C S/BK NOV	
Jason S. Smith	Kaw
Tim Brewer	Hon
Scott Woodfin	Suz
Benjamin Lilly	Hon
Brian Vogel	Kaw
C S/STK	
Brian Lantz	Kaw
Jep Palmour	Kaw
Lee Acree	Suz
Brian Watkins	Suz
Craig A. Working	Kaw
CLBMN EX	
Tim Barker	Yam
Avery A. Clark	Kaw
Paul F. Morris	Hon
Joe Templin	Kaw
CLBMN NOV	
Shawn Quickert	Yam
Alex Peabody	Suz
Charles W. Wright	Kaw
Jeffrey M. Rozycki	Suz
Rick Guirey	Yam
D S/BK EX	
Tim Barker	Yam
Robert Quijano	Hon
Matt Spiroer	Hon
Mark Allen Hurt	
Stewart Roberts	Hon
D S/BK NOV	
Mike Byrd	Yam
Tracee Stephen Polcin	Yam
Ronald K. Woods	Yam
Tim Simpson	Hon
Rick Guirey	Yam
F-1 EX	
Mike de Brabant	Suz
William League	Suz
Colin Crichton	Suz
Curry Justice	Suz
Jason Trowbridge	Suz
F-1 NOV	
Jason S. Smith	Kaw
Brian Vogel	Kaw
Owen L. Reid	Suz
Benjamin Lilly	Hon
Alex Peabody	Suz
F-2 EX	
Jason DiSalvo	Hon
Scott "Root" Martin	Hon
Patrick M. Chandler	Hon
Matt Spiroff	Hon
Jim Conley Jr.	Hon
F-2 NOV	
Paul Stevens	Yam
Kevin Steen	Yam
Tim Simpson	Hon
Mike Byrd	Yam
Tracee Stephen Polcin	Yam
H/W TW EX	
Bill St. John	Duc
Rob Palmieri	Suz
Brian James Honeycutt	Suz
Steve Baxter	Suz
J. Mark Phillips	Suz
H/W TW NOV	
Rob Watson	Suz
Ryan M. Gordon	Hon
Kent Johnson	Duc
Thomas R. Harper	Yam
Steve Reeves	Suz
L/W TW EX	
Avery A. Clark	Kaw
Robert Quijano	Hon
Stewart Roberts	Hon
L/W TW NOV	
Charles W. Wright	Kaw
Mark R. Polk	Hon



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Charles McCullough	Duc
Edward J. Vigluicci	Duc
William Glasgow	Suz

Road Race
1999 CMRRA Championship Series
Willow Springs Kart Track
Round 3
Rosamond, CA
March 7
By Greg Groce

EX STK	
Ryoichi Takao	
John Bottcher	
Tommy Kosaka	
Kaz Chiba	
Wes Totsubo	
AM STK	
Wayne Killbrew	
Bert Silos	
John Cagle	
Nick Moore	
Erik Orre	
BEG STK	
Amanda Wollny	
Peer Ebbighausen	
Francis Roco	
Josh Cornelius	
Yoshi Kanayama	
VET (25+)	
John Bottcher	
Tommy Kosaka	
Kaz Chiba	
Vince Evans	
Makoto Sullivan	
SR (40+)	
David Perez	
John Dunham	
Nick Tierno	
Bobby Esteban	
Thom Boswell	
BEG MOD	
Amanda Wollny	
Josh Cornelius	
Mike Kelly	
Yoshi Kanayama	
Tim Dunn	
80 EX	
Erick Aguilar	
Craig Crawford	
80 AM	
Juan Ventura	
Nick Moore	
Brad Glustoff	
James Mann	
Shane Weeks	
EX MOD	
Wes Totsubo	
Ben Morse	
Tommy Crawford	
Vince Evans	
Leif Fleming	
AM MOD	
Jason Perez	
Derek Gill	
Gabriel Suarez	
John Cagle	
Bert Silos	

Motocross
GFI Racing
1998 Winter Series
Final Standings
By Greg Robertson

50 STK (4-6)	
Dakota Garner	Cob
Brett Harrison	Cob
Bryce Stewart	KTM
50 STK (7-8)	
Johnny Jelderda	Lem
Trevor Reis	Cob
Scott Noble	Cob
50 OPEN	
Scott Noble	Cob
Trevor Reis	Cob
Johnny Jelderda	KTM
60 BEG	
Matt Harrison	KTM
Chapman Fiene	Kaw
Andy Straight	Kaw
60 NOV	
Brandon Kealamakia	Kaw
Justin Carmody	Kaw
Steven Cerda	KTM
60 INT	
Brad Masters	KTM
Mike LaPaglia	KTM
Trent Pugmire	Kaw
60 OPEN	
Robert Memoli	Kaw
Mike LaPaglia	KTM
Matt Harrison	KTM
80 BEG	
Aaron Breid	Yam
Jonathan Arana	Kaw
Brandon Spencer	Kaw
80 NOV	
Kevin Breid	Yam
Daniel Nelson	Hon
Robert Memoli	Yam
80 INT	
Ben Ramsaran	Yam
Jarred Browne	Yam
Scott Simon	Yam
80 OPEN	
Daryl Ecklund	Yam
Micky Griffin	Yam
Jesse Casillas	Yam
S/MINI	
Daryl Ecklund	Yam
Ben Ramsaran	Yam
Micky Griffin	Yam
125 BEG	
Kevin Holmes	Suz
Chris Marcell	Yam
Brian Melsheimer	Yam
125 NOV	
Nathan Jones	Yam
Chad Gaumer	Hon
David Sullins	Yam
125 INT	
Dusty Walters	Yam
Chris Sprenkel	Suz
Sean Hamblin	Yam
125 PRO	
Rusty Holland	Suz
Bryan McGavran	Yam
Brett Racine	Kaw
250 BEG	
Jarod Scoggin	Hon
David Dymond	Kaw
Alvino Garcia	Yam
250 NOV	
Sean Peer	Kaw
David Fox	Yam
Ed Nimela	Kaw
250 INT	
Sean Thornton	Yam
John Burr	Yam
D.J. Umphries	Yam
250 PRO	
Bryan McGavran	Yam
Akira Narita	Hon
Rusty Holland	Suz
25+ BEG	
Wayne Cook	Kaw
Tim Dollar	Kaw
Steve Bullock	Yam
25+ NOV	
Jason Larson	Kaw
Ed Nimela	Kaw
Tim Konkol	Yam
25+ INT	
Jon Levey	Yam
Cole Gress	Kaw
David Bagwell	Hon
25+ EX	
Jon Zahrt	Suz
Joe Root	Suz
Kenny Zahrt	Suz
30+ BEG	
Kevin Gotto	Suz
Al Garcia	Suz
T.J. Kelly	Yam
30+ NOV	
Ed Nimela	Kaw
Tim Konkol	Yam
Dawson Leachman	
30+ INT	
John Levey	Yam
David Bagwell	Hon
David Johnson	Yam
35+ NOV	
Milton Mize	Kaw
Ed Nimela	Kaw
Danny Lee Jones	Yam
35+ INT	
David Johnson	Yam
Les Abernathy	Kaw
Mike Altenhofel	Hon
40+ NOV	
Kevin Lane	Suz
Brad Sloan	Yam
Ben Decker	Kaw
40+ EX	
Mark White	Kaw
Joe Root	Suz
Ron Turner	Yam

Ice Race
Lembo Lake Park
Modena, NY
February 7
By Rick Seaman

OPEN EX	
Kenny Dahlin	Hon
Bob Weiss	Hon
Will Adams	Hon
Tom Daniele	Hon
James Conklin	Hon
250 EX	
Bob Weiss	Hon
Ken Dahlin	Hon
Tom Daniele	Hon
Will Adams	Hon
James Conklin	Hon
OPEN AM	
Wayne Fontanazza	Hon
Bob Squeglia	Hon
Ray Malley Jr.	Hon
Bob Skidmore	Hon
Joe Fritz	Hon
250 AM	
Bob Squeglia	Hon
Mike Walker	Hon
Bob Skidmore	Hon
Rick Seaman	Hon
SR	
Tom Glennon	Hon
Mike Lagomarsino	Hon
Wayne Fontanazza	Hon
Jay Millard	Hon
James Schmits	Hon
S/SR	
Wayne Fontanazza	Hon
Mike Lagomarsino	Hon
Ray Malley Jr.	Hon
Bob Skidmore	Hon
James Schmits	Hon
NOV	
Ron Edlin	Kaw
Jack Schwarz	Hon
Robert O'Donnell	Hon
Mike Becker	KTM
Tony Bosi	Yam
80	
Justin Maloney	Hon
Wayne Wagner	Hon
Robyn Skidmore	Hon
60	
Michael Becker	Kaw
Mike Wagner	Kaw
P/W	
Patrick Jacobson	
Corey Lewis	Yam

Motocross
Moto-X West
Spring Series
Round 2
Nevada Old-Timers
Fernley, NV
February 28
By Bob Fabel

50 (0-7)	
Kyle Martensen	KTM
Trevor York	KTM
Tyler Kowalski	KTM
Austin Sheen	KTM
Jack Sutter	Suz
50 (8+)	
Tyler York	KTM
Jared Grosskopf	Lem
Jarrod Spano	KTM
Monica Hibdon	KTM
Jayme Salo	KTM

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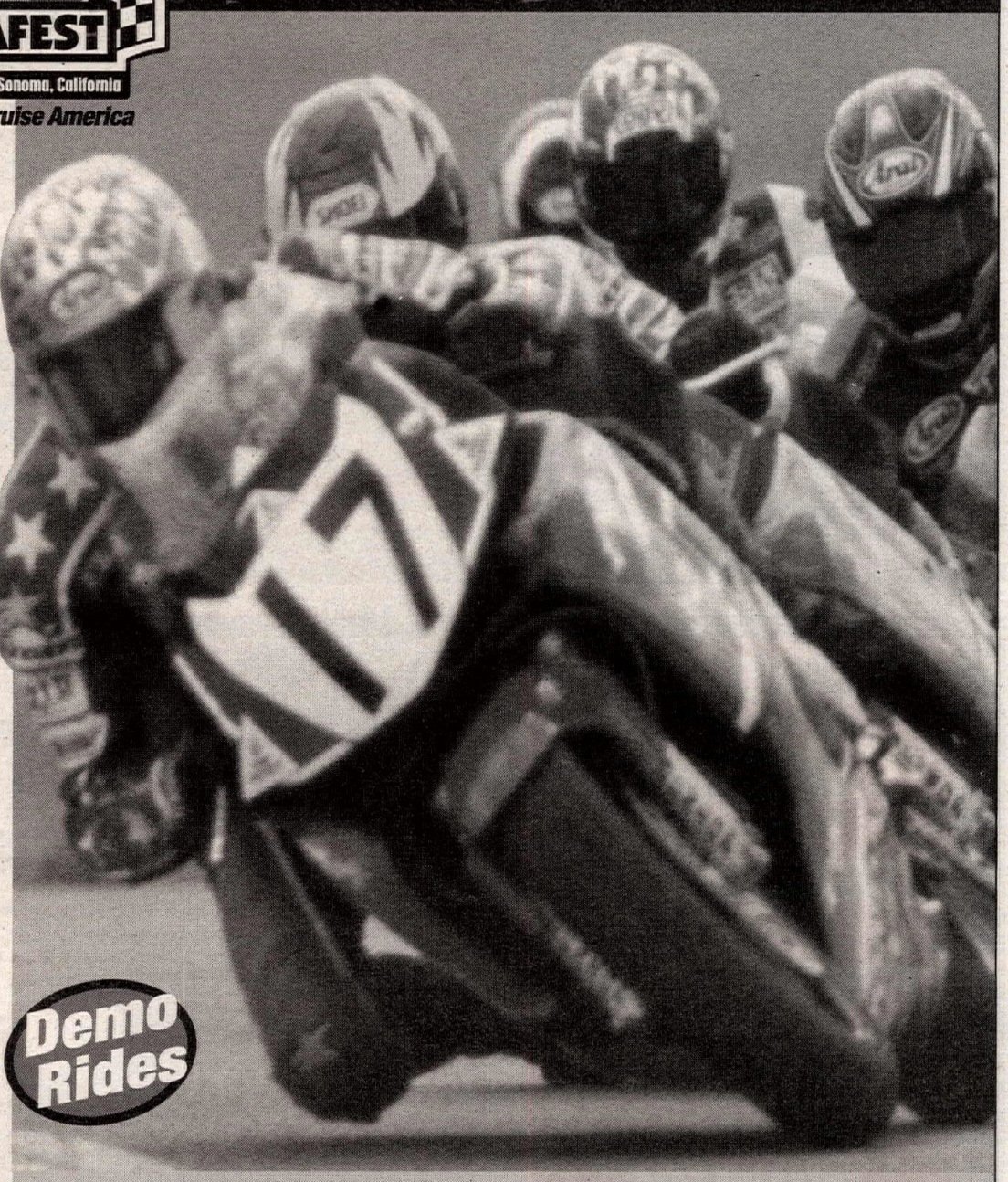

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Results

60 (0-9)
Tyler York Kaw
Michael Sylvestri Kaw
Mike Salsby Kaw
Kyle Churchley Hon
Nicholas Omnes Kaw
60 (10+)
Nathan Ashley Kaw
Chad Hooser Kaw
Brooke York Kaw
David Humphrey Kaw
Mark Anderozzi Kaw
80 BEG
Andrew Loveless Suz
Jimmy-Jo Janetto Yam
Cameron Bellamy Hon
Michael Shepherd Kaw
Cory Barr Hon
80 JR
Josh Ferguson Yam
Nick Baugh Kaw
Kevin Foster Hon
Rian Merbach Suz
Tim Rechel Hon
80 INT
Jimmy Nelson Yam
125 BEG
Billy Booth Hon
Brad Miller Suz
Evan Zahniser Kaw
David Kurrle Suz
Phil Shepherd Hon
125 JR
Greg Garrison Hon
Richard Duncan Suz
Greg Chapel KTM
Matt Womble Yam
Steven Riley Yam
125 INT
Matt Buyten Yam
Brian Foster Yam
Ryan Leyba Yam
Casey Smith Yam
Drake McElroy Hon
125 PRO
Cody Killam Yam
Ty Carson Kaw
250 BEG
Justin Manor Hon
Jason Kenneweg Suz
Jason Thomas Hon
Troy Hawkins Kaw
John Phillips Hon
250 JR
Greg Chapel KTM
Josh Boulware Kaw
Jeston Ponciano Kaw
Tim Walker Suz
Chris Glass Yam
250 INT
Jesse Duncan Hon
Paul Mudd Yam
Greg Muto Hon
Adam Portue Suz
Dana Belton Hon
250 PRO
Scott Stillmock Hon
Kenny Lash Hon
Ty Carson Kaw
Justin Mastalka Yam
Randy Maga Kaw
25+ BEG
Johnny Naungayan Kaw
Brian Roll Hon
James Rabyor Kaw
Dominic Zito KTM
Patrick Turner Hon
25+ JR
Russ Rodoni Kaw
Tim Walker Suz
Steve Gill Suz
Charlie Morrow Hon
David Stewart Kaw
25+ INT
Rob Harper Yam
Paul Mudd Yam
Rich Barker Hon
30+ BEG
Patrick Seehuetter Hon
Pat Frankoski Kaw
Rob Kowalski Kaw
Ernest Gonzales Kaw
David Reichert Yam
30+ JR
Mark Chandler Kaw
Russ Rodoni Kaw
Scott Churchley Hon
Curt Michitsch Yarn
Mike Helton Hon
30+ INT
Cliff Walls Yam
Bill Evans Yam
Scott Stromberg Yam
Joseph Inman Hon
30+ EX
Larry Brown Hon
Layne Kolbet Hon
Mike McMurry Yam
Gilbert Chick Hon
Loren Caudle Hon
30+ PRO
Jon Varner Hon
Randy Maga Kaw
Tim Dyer Hon
Russ Johnson Kaw
40+JR
Tom Garrison Hon
David Durst Yam
Steve Pasero Kaw
Gary Zahniser KTM
Duane Quick Suz
40+ INT
Mike Spano Suz
Ted Griffin Hon
Jeff Carson Kaw
Ralph Winship Kaw
Jim Willis Hon
40+ EX
Rich Thorwaldson Hon
Tim Dyer Hon
Larry Brown Hon
Tom Baugh Suz
Pete Vandenberg Hon
WMN
Sedanna Losey Hon
Shalie Thorwaldson Hon
Tammi Williamson Hon
Chrystal Ponsock Suz
Beth Chrisman Hon

Road Race
1999 NCMRRA Championship
Round 1
Prairie City SVRA
Sacramento, CA
March 7
By Ken Callahan

STK
Jerry Douglas Yam
Barb Pearce Yam
Rob White Yam
Don Bazinet Yam
Fred Broome Yam
S/SPT
Jerry Douglas Yam
Scott Shearer Yam
Miles McGowan Yam
Rob White Yam
Mark Wanta Yam
S/BK
Brian Harp Yam
Eric Bateman Yam
Rob Abrams Yam
Tom Griffith Yam
Jerry Johnson Yam
60 GP
Brian Harp Yam
Jerry Douglas Yam
Eric Bateman Yam
Mark Wanta Yam
Richard Serne Hon
80 GP
Rob Abrams Suz
Tim Barkley Yam
Ken Takeda Yam
Rich Scott Suz
Michael Lynn Yam
F-80
Brian Harp Suz
Dan Merlino Suz
Tim Barkley Yam
Brian Short Suz
Rob White Kaw
NOV STK
Jeff Doyle Yam
Paul Valls Yam
Tom Cummins Yam
Kyra Geuting Yam
Dave Matheson Yam
NOV S/SPT
Tom Cummins Yam
Roger Bridenstine Yam
Edwin Tamayo Yam
Jeff Doyle Yam
Chris Gilmore Yam
NOV S/BK
Tyler Zambory Yam
Kyra Geuting Yam
Bobby Fong Yam
Mike Flores Yam
William Olive Sr. Hon
B/W
Richard Serne Hon
Eric Bateman Hon
William Olive Sr. Hon
WMN
Carmela Eager Yam
Barb Pearce Yam
Sam Merlino Yam
Laura Douglas Yam
Kyra Geuting Yam
MOD VET
Tom Griffith Yam
Geoff Eppes Yam
Carmela Eager Yam
Miles McGowan Yam
Art Martinez Yam
OPEN VET
Tim Barkley Yam
Mark Cozzens Suz
Michael Lynn Yam
DINO
Mark Cozzens Suz
Mark Wanta Yam
Jerry Douglas Yam
Michael Lynn Yam
Art Martinez Yam
NOV TRPHY DSH
John Klotovich Yam
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Chuck Rajewski Yam
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John Decota Yam

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Edmondson

Continued from page 17

says Roger owns this, we owned that. But as soon as they saw this was a legal case, and it was going to trial, they adopted the stance that you can't own a class. And I said to them all along, forget about that issue. I had a business relationship. I had a joint venture. They would not ever, not one time in the trial, refer to the joint-venture contract as a joint venture. They referred to it as an administrative agreement. They wrote the contract. I've learned some legal principles. One of them is that the people who write the contract are responsible for the ambiguities. There's nothing ambiguous about this - it is a joint-venture contract, it says so at the top. Down in the terminology it says this is a joint-venture contract, not anything else, and it goes through all this stuff. They called it an administrative agreement because calling it a joint venture didn't suit their theory of defense. This is one of those examples of why they didn't win. So that was one of the problems. We had a joint-venture contract. There was no question about it. We had a sanctioning agreement. In signing that sanctioning agreement, they reached out and tried to say that sanctioning agreement was jointly developed and therefore was theirs. One of the questions nobody answered was, "If it was yours, why didn't you sue him for stealing it from you?" It was never theirs. They never wrote one check, they never wrote one dime. "You can't own classes," is what they said. One thing they never did understand, because I said in my deposition, "If I announced a new supersport class tomorrow, would you sue me and say it was yours?" Absolutely not, but that's not what the AMA did. They took the one that I ran that had a history and records. This is really a matter of a difference of opinion, this is a matter about as close as you can get to a criminal case in a civil court. I accused these people of stealing from me, I accused these people of defrauding me, I accused these people of predatory practices in destroying my business, and they did every one of these things. That's why they lost. Not because my guys were slicker, or I was more attractive or anything else. I'm not a Southerner. I live down South. Nobody's ever going to accuse me of having a Southern accent. I was raised in the Midwest. But I think it was a cumulative thing. I think probably, once the jury made their mind up, that our side was to be believed and the other was not, which was quite easy after Youngblood's testimony. We called him as our last witness. He was caught and embarrassed time after time. And the next day they called him as a witness and we caught him lying again. My guys told me something I'd heard before, and they said once we wrap our case, our case will never get any stronger. Well, it did. Because the AMA guys kept trying to torture these documents.

My lawyers sent them a letter in June offering to settle for $2.7 million. They said, "You know, we could probably do this AMA/CCS thing, there's a potential to do good things over here, but if you don't, bad things are going to happen over there." What's the judgement? $2.7 million and all the bad things we talked about, including airing it in the press. I hope I don't sound cocky. I don't mean to. I'm really very humbled by this because I saw the potential for the promoters in the weekend, and I thought of all the advantages we brought. We showed them ways to do business. They were making money on road racing; they'd always lost money. Until that joint venture, they'd always run road racing in the red. I felt sure that they wouldn't do this.

Q Should the AMA be in pro racing?

A No. That's not their function. The biggest thing they've got, you look at what people praise the AMA for, is those AAA functions. I said it five years ago to Youngblood, I said it seven years ago, I said it four years ago. I'll say it again, I'll probably say it till the day I die. Now, they can prove me wrong. They haven't proved me wrong yet. I've digged through a lot of carcasses and a lot of vice presidents. Probably they couldn't do what they needed to do. The tools aren't there, the economy's not there. Right now they have this incestuous relationship between the AMA and all these people in the industry that needs to be taken over by a Bernie Ecclestone type, or a company that has that same mentality. I'm not trying to praise Ecclestone - I don't know enough about him. And I'm not thinking about the operational side. Can the AMA operate road races? Sure. But they can't operate the sport. There's a difference. The races aren't the sport.

(Because of developments that occurred after the interview, we spoke with Edmondson again, this time in the Benny Kahn press room on March 6)

The AMA has in fact filed a notice of appeal along with a bond. We objected to the bond as being inadequate both in terms of amount and in terms of form, and I can't give you all the details, but there are several elements that go into making a totally secure bond, and this bond didn't meet it. So we objected to it and, on Friday, the judge, Judge Thornburg, he upheld the objection of the bond and he turned down their request for stay. When they filed all of this, they automatically asked that in the event the bond wasn't acceptable that they be allowed a stay of execution, so to speak. And he denied those. So they now have to go back and redo the bond and in the meantime we're proceeding forward with collection activity. There's been no good-faith settlement offers from them at this point. You know, I asked the question, "When do we formally ask for the money?" The legal interpretation is, you asked for it four years ago. It's not like if you owed me money on a car, you get a legal demand and then they repossess. This is one of those situations where the whole process has been that demand. So we're exercising our rights and moving forward with the collection process. I think (the bond was) $170,000 short on the amount of dollars, but I don't think that was the primary problem. I think the primary problem was that it was a very shoddy piece of legal work, is the way it was described to me. For example, there was a power of attorney that wasn't signed. There were - out of the five essential paragraphs that this type of case requires in a bond, it only had two. It appeared to be, according to my attorneys, just shoddy workmanship.

Q Now you're in the appeal process, which could take 18 months?

A No, as I understand it, in the Fourth Circuit Court, typically eight to 11 months, that was the term. There is no appeal yet. All there is is a notice of appeal, which means it's one of those things they had to do or they couldn't do. So they've spent maybe $10,000 so far, and now they have to decide whether to spend another $200,000. CN

RASOR & HARRISON

Continued from page 19

required to go to the appeals court, we have to post a bond which essentially says, "Yeah, we've set aside, we've made positions to pay this settlement if we're not successful on appeal." And that bond, like any other bond, assures Roger that the money is accounted for or available in the event we do lose. So we've done that by securing the bond with association investment from retained earnings and by the acquisition of an insurance policy which is posted with the court. And that bond has been, as I understand it - the bond and the security for the bond - has been approved by the board in both amount and in form, as I understand it. We believe, I guess, that we're making wise decisions about protecting our membership and association's interests while meeting our legal obligations to secure this judgment that we suffered at the lower court level. That's a long-winded answer. Sorry.

Q Before this litigation, there were offers to be actually bought out before there was any settlement talk.

A **RR:** To settle the dispute, it was my understanding that a financial offer was made.

Q Roger contends that the discrepancies were very minor, that the AMA wasn't being as flexible, that it seemed to him that they would have been willing to litigate.

A **RR:** I guess the information that I have suggests that we believe that, under the contractual agreement that we had with Roger, first of all, we didn't believe that we owed him anything in the separation, I guess. In the interest of trying to settle the dispute, we were making a financial offer which was rejected. And I guess from our perspective we didn't think he was as sincere perhaps in his desire to try and bring this to closure as we felt.

A **GH:** We'll all wait and find out in the appeals court. That's the bottom line.

Q What's the time frame on the next step?

A **GH:** The first step is to ask the current judge to reconsider his decision, which very rarely happens. If the judges says, "No, I'm not going to overturn my own decision," then we move to the appellate level, which goes to a federal district court in Richmond, Virginia. It's a three-judge panel. The AMA's been in this position before in a lot of government-relations issues, where we lose in a lower court and we appeal to a higher court.

Q Will the interest continue to accrue on the original judgment?

A **GH:** I honestly don't know.

Q When it was adjudicated, it was $2.96 million, plus Roger's lawyers' fees of something like $400,000. Would it be fair to say this is the toughest battle the AMA's ever had to fight?

A **GH:** I don't know. In 75 years, there's been an awful lot of tough battles. I think we've learned from all those battles. We won some, we've lost some. I think we've learned each and every time. I wouldn't know how to characterize this, because there's been so many significant developments in a long period of time.

Q But financially, this would be the biggest hit the AMA's ever taken in litigation?

A **GH:** Well, that's based on the fact that we're going to lose in appeals court, which we don't think will happen.

Q But does the meter continue to run on the money throughout the entire appeals process?

A **RR:** I don't know the correct answer. I do know that because of the way the bond is structured, investments that the association has secured the bond with continues to accrue interest with the association. So from a financial perspective from the association, it's been described to me as relatively invisible. We've provided for the payment in the event we lose, because we were able to use securities, and we continue to draw interest on those. Our investments continue to draw interest.

A **GH:** We're making money at that level, and no money has been exchanged with Roger yet.

I know that the clock continues to tick from the day of judgment until today. And I didn't know if it stopped when the appeals process starts... and there's interest on the money not being paid.

Q Does the appeals process also involve your having to pay his lawyers?

A **RR:** Like everything else, the issue of attorneys' fees is part of the appeals process. Also, there is the issue regarding interest, which we would argue at appeal shouldn't be paid. As it stands right now, interest would accrue in the event judgment is upheld on appeal. It would accrue on the fees as well as the judgment.

A **GH:** Candidly, I don't know about the fees. I know that it does accrue on the judgment. Presumably, the whole issue of fees both at the lower court and the appellate court would be at issue, so the fees would be involved.

Q Even if the AMA wins, the AMA's legal fees are expected to substantial. Will this be public record, since it's a not-for-profit organization? My understanding is that it's around $1 million now.

A **RR:** Technically, it's probably not a matter of public record. As to what the actual amount is, I don't know. You may know more than I do if that's what Roger's telling you.

Q I guess I'm mistaken - in a not-for-profit organization, aren't the books open to the members for operating costs?

A **GH:** Sure, it's included in our annual report. There's ongoing legal fees with the AMA that we can anticipate, like any company involved in motorcycling. I mean, there's litigation going on at different levels all the time.

Q In any case, there is a substantial expense to the AMA regardless of how this comes out?

A **RR:** Oh, sure. Lawyers are expensive. We all know that.

A **GH:** But they're a part of daily life, unfortunately.

Q Is the AMA currently in litigation with PACE Motor Sports?

A RR: Yes, we are, as a defendant. The issues are really about who owns certain trademarks - more specifically, supercross and arenacross. And it's our belief that we own them both.

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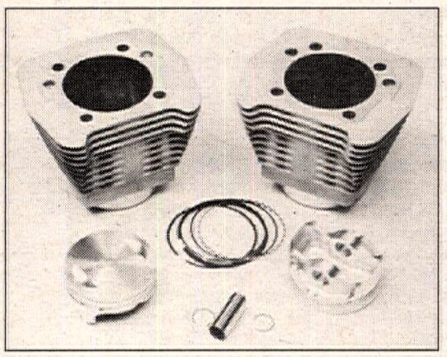

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AMP MX · GFI Racing

For Info 209 656 9682

Race To Win AXO Gear!

1999 AXO spring series

GOAT Goggle Contingency

YAMAHA Factory Contingency

Rd. 1 March 21 Oatfield Raceway

Rd. 2 April 18 Hollister Hills

Rd. 3 April 25 Carnegie Cycle Pk

Rd. 4 May 2 Oatfield Raceway

Rd. 5 May 23 Hollister Hills

Rd. 6 May 30 Oatfield Raceway

Win a 1999 YAMAHA YZ125 from YAMAHA Of Modesto

also Win a 1999 KTM 50 from DH Cycles

GFI North/South Showdown March 28

Special thanks to: Honda of Modesto, Yamaha of Modesto, Merced Powersports, D-H Cycles, Tracy Motorsports, Cycle Gear, Jorgy's Suzuki-Kawasaki, Hayward Honda-Suzuki, Clawson Motorsports, Roseville Honda-Kawasaki-Suzuki, Motoworld, No-Toil, VRP, DT-1, Young Trucking, McCoy Tire Co., Flying W MX School, Scott Davis Auto Sales, Goat Goggle and Eyewear, Shock Therapy, Stanislaus Orthopaedic, Bad Brakes, HM Moto, O'Neal, Pro Action, Cytosport, Advantage Metal Products, Over the Hill Gang, FSR, Motosoxx, FMF, Edge Sports, Unocal 76, MotoFly, Ray's Custom Gates

AMA SANCTIONED · AMA/FTR Presents · FTR Fast Track Racing

The New Indy Mile

AMA Grand National Dirt Track Series plus the SuperTrapp SuperTrackers Series

Saturday July 3, 1999

Indiana State Fairgrounds Indianapolis, Indiana

- All seats reserved
- Opening ceremonies 7:15 PM
- 1st Race 7:30 PM
- Master of Ceremonies: Dave Despain
- Pre-race Activities Begin 1 PM
- Vendor midway and bike show
- HOG Pit Stop and AMA Pro Club
- AMA/FTR Grand Championships Sign up Party

Don't miss the AMA Dirt Track Grand Championships July 4-9 at the Indiana State Fairgrounds (Amateur racers call 1-219-456-6770 ext250)

Tickets available at all Ticket Master outlets and Fairgrounds Box Office For information call 317-927-1482

GNC Texas Series

April 18, 1999

Mosier Valley USA - Arlington, TX

Kaw - Yam - Suz Factory Contingencies

Call: 214-351-9900

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GNC MOTOCROSS

CMC Racing 949/367-1141

Gold Rush Series*:

Sun.,	Mar.	28th	Round 2 - Max Track	Piru,CA
Sun.,	Apr.	4th	Round 3 - Badlands Raceway	Victorville,CA
Sun.,	Apr.	18th	Round 4 - Max Track	Piru,CA

*Contingency at selected events

Info: (949) 367-1141 or e-mail SPCMCMX@aol.com

"Race with the Best"

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship Road Racing Series

4/18	Sepang, Malaysia, Rnd 1
4/25	Motegi, Japan, Rnd 2
5/9	Jerez, Spain, Rnd 3
5/23	Paul Ricard, France, Rnd 4
6/6	Mugello, Italy, Rnd 5
6/20	Catalunya, Spain, Rnd 6
6/26	Assen, Holland, Rnd 7
7/4	Donington, England, Rnd 8
7/18	Sachsenring, Germany, Rnd 9
TBA	TBA, Rnd 10
8/22	Brno, Czech Republic, Rnd 11
9/5	San Marino, Rnd 12
9/19	Valencia, Spain, Rnd 13
10/3	Phillip Island, Australia, Rnd 14
10/10	Welkom, South Africa, Rnd 15
10/24	Rio de Janeiro, Brazil, Rnd 16
10/31	Buenos Aires, Argentina, Rnd 17

Info: 011/41-22-950-9500

FIM World Superbike Series

3/28	Kyalami, South Africa, Rnd 1
4/18	Phillip Island, Australia, Rnd 2
5/2	Donington, England, Rnd 3
5/16	Albacete, Spain, Rnd 4
5/30	Monza, Italy, Rnd 5
6/13	Nurburgring, Germany, Rnd 6
6/27	San Marino, Rnd 7
7/11	Monterey, CA, Rnd 8
8/1	Brands Hatch, England, Rnd 9
8/29	A-1 Ring, Austria, Rnd 10
9/5	Assen, Holland, Rnd 11
9/26	TBA, Rnd 12
10/10	Sugo, Japan, Rnd 13

Info: 011/41-22-950-9500

FIM 500cc World Championship Motocross Series

4/11	Castineau-de-Levis, France, Rnd 1
4/18	Osuna, Spain, Rnd 2
5/2	Schwanenstadt, Austria, Rnd 3
5/16	Castiglione del Lago, Italy, Rnd 4
5/30	Loket, Czech Republic, Rnd 5
6/13	Teutschenthal, Germany, Rnd 6
7/11	Hawkstone Park, England, Rnd 7
7/18	Lucenec, Slovakia, Rnd 8
8/1	Namur, Belgium, Rnd 9
8/8	Folkendange, Luxembourg, Rnd 10
8/22	Uddevalla, Sweden, Rnd 11
8/29	Kouvola, Finland, Rnd 12
9/5	Lierop, Holland, Rnd 13

FIM 250cc World Championship Motocross Series

3/21	Talavera de la Reina, Spain, Rnd 1
3/28	Megalopolis, Greece, Rnd 2
4/11	Valkenswaard, Holland, Rnd 3
4/18	Ernee, France, Rnd 4
5/2	Maracay, Venezuela, Rnd 5
5/16	Belo Horizonte, Brazil, Rnd 6
5/30	Foxhill, England, Rnd 7
6/13	Maggiora, Italy, Rnd 8
6/20	St. Jean d'Angely, Europe, Rnd 9
6/27	Kester, Belgium, Rnd 10
7/11	Bramont, Canada, Rnd 11
8/1	Gdynia, Poland, Rnd 12
8/8	Folkendange, Luxembourg, Rnd 13
8/22	Nismes, Belgium, Rnd 14
8/29	Gaildorf, Germany, Rnd 15
9/12	Budds Creek, MD, Rnd 16

FIM 125cc World Championship Motocross Series

3/28	Cingoli, Italy, Rnd 2
4/11	Indaiatuba, Brazil, Rnd 3
5/2	Bellpuig, Spain, Rnd 4
5/16	Mill, Netherlands, Rnd 5
5/30	Foxhill, England, Rnd 6
6/13	Agueda, Portugal, Rnd 7
6/20	Borgo Maggiore, San Marino, Rnd 8
7/11	Launsdorf, Austria, Rnd 9
7/18	Orahova Vas, Slovakia, Rnd 10
8/8	Roggenburg, Switzerland, Rnd 11
8/22	Haenchen, Germany, Rnd 12
8/29	Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations

9/26	Indaiatuba, Brazil

FIM World Individual Speedway Championship Grand Prix Series

5/8	Prague, Czech Republic, Rnd 1
6/4	Linkoping, Sweden, Rnd 2
7/3	Wroclaw, Poland, Rnd 3
7/31	Coventry, England, Rnd 4
8/28	Bydgoszcz, Poland, Rnd 5
9/25	Vojens, Denmark, Rnd 6
7/18	Poole, Great Britain (Intercontinental Final)
7/25	Wroclaw, Poland (Continental Final)
10/10	Lonigo, Italy (Grand Prix Challenge)

FIM Trial World C'ship Series

3/20-21	Lloret del Mar, Spain
3/27-28	Baltar, Portugal
4/17-18	Mons, Belgium
4/24-25	Douglas, Great Britain
5/29-30	Grossheubach, Germany
6/12-13	St. Gilles/Reunion, France
6/26-27	Exeter, RI
7/3-4	Watkins Glen, NY
9/4-5	Biasca, Switzerland
9/11-12	Lavarone, Italy
9/26	Ettelbruck-Warken, Luxembourg

FIM World Sidecar C'ship

4/18	Kallithea Elassona, Greece
5/16	Jinin, Czech Republic
6/6	Cesis, Latvia
6/13	Jaanikese, Estonia
6/20	Varsseveld, Netherlands
7/4	Lacapelle Marival, France
7/11	Strassbessenbach, Germany
7/25	Rijkevorsel, Belgium
8/1	Chernivtsi, Ukraine
8/8	Kegums, Latvia
9/5	Canada Heights, Great Britain
9/12	Tagerig, Switzerland

AMA MBNA Superbike Series

3/19-21	Phoenix, AZ, Rnd 2
4/16-18	Rosamond, CA, Rnd 3
4/23-25	Sonoma, CA, Rnd 4
4/30-5/2	Monterey, CA, Rnd 5
6/4-6	Braselton, GA, Rnds 6 & 7
6/11-13	Elkhart Lake, WI, Rnd 8
6/18-20	Loudon, NH, Rnd 9
7/16-18	Lexington, OH, Rnd 10
7/30-8/1	Brainerd, MN, Rnd 11
9/17-19	Fountain, CO, Rnd 12
10/1-3	Las Vegas, NV, Rnd 13

Info: 614/856-1900

AMA Grand National Dirt Track Series

5/8	Hagerstown, MD, Rnd 2
5/22	Harrington, DE, Rnd 3
5/30	Springfield, IL, Rnd 4
6/11	Plymouth, WI, Rnd 5
6/19	Mineralwells, WV, Rnd 6
6/26	Lima, OH, Rnd 7
7/3	Indianapolis, IN, Rnd 8
7/10	Joliet, IL, Rnd 9
7/17	Oklahoma City, OK, Rnd 10
7/24	Du Quoin, IL, Rnd 11
7/31	Rossburg, OH, Rnd 12
8/7	Lake Odessa, MI, Rnd 13
8/11	Rapid City, SD, Rnd 14
8/15	Peoria, IL, Rnd 15
8/21	Hagerstown, MD, Rnd 16
8/28	Sedalia, MO, Rnd 17
9/5	Springfield, IL, Rnd 18
9/11	Dallas, TX, Rnd 19
9/18	Sacramento, CA, Rnd 20
10/2	Las Vegas, NV, Rnd 21
10/10	Del Mar, CA, Rnd 22

Info: 614/856-1900

AMA Toyota Trucks U.S. Supercross Series

3/20	Minneapolis, MN, Rnd 11
3/27	St. Louis, MO, Rnd 12
4/10	Pontiac, MI, Rnd 13
4/17	New Orleans, LA, Rnd 14
4/24	Indianapolis, IN, Rnd 15
5/1	Las Vegas, NV, Rnd 16

Info: 630/566-6100

AMA PJ1 National Arenacross Series

3/19-21	San Jose, CA, Rnd 16
3/26-28	Salt Lake City, UT, Rnd 17

Info: 630/566-6100

AMA Mazda Trucks National Motocross Series

5/9	San Bernardino, CA, Rnd 1
5/16	Sacramento, CA, Rnd 2
5/30	Mount Morris, PA, Rnd 3
6/13	Southwick, MA, Rnd 4
6/20	Budds Creek, MD, Rnd 5
7/4	Buchanan, MI, Rnd 6
7/18	New Berlin, NY, Rnd 7
7/25	Troy, OH, Rnd 8
8/1	Washougal, WA, Rnd 9
8/15	Millville, MN, Rnd 10
8/29	Binghamton, NY, Rnd 11
9/5	Delmont, PA, Rnd 12

Info: 614/856-1900

AMA Georgia Championship Motocross Series

3/28	Bremen, GA, Rnd 3
4/11	Roberta, GA, Rnd 4
4/25	Bremen, GA, Rnd 5
5/1-2	Dalton, GA, Rnd 6
5/16	Macon, GA, Rnd 7
9/26	Macon, GA, Rnd 8
10/3	Reynolds, GA, Rnd 9
10/10	Roberta, GA, Rnd 10
10/24	Bremen, GA, Rnd 11
11/7	Dalton, GA, Rnd 12

Info: 912/788-0413 or 706/278-1620

AMA Acerbis National Enduro Series

3/27	Forest Hill, LA, Rnd 3*
3/28	Forest Hill, LA, Rnd 4*
5/16	Wellston, OH, Rnd 5
5/29	McArthur, OH, Rnd 6*
6/5	Idaho City, ID, Rnd 7*
6/6	Idaho City, ID, Rnd 8*
6/19	Hurricane Mills, TN, Rnd 9*
6/20	Hurricane Mills, TN, Rnd 10*
7/25	Akeley, MN, Rnd 11
8/22	Indian River, MI, Rnd 12
9/26	New Waverly, TX, Rnd 13
10/31	Delaware City, DE, Rnd 14

*Indicates ISDE Qualifier

Info: 614/856-1900

AMA National Hare & Hound Series

3/27	Murphy, ID, Rnd 3
4/10	Jericho, UT, Rnd 4
4/25	Johnson Valley, CA, Rnd 5
6/26	TBA/Nevada, Rnd 6
10/24	Lucerne Valley, CA, Rnd 7

Info: 614/856-1900

AMA National Hare Scrambles Series

4/11	Hurricane Mills, TN, Rnd 3
4/18	Redding, CA, Rnd 4
6/27	Ottawa, IL, Rnd 5
7/4	Chelsea, VT, Rnd 6
7/18	Kahoka, MO, Rnd 7
8/29	Millfield, OH, Rnd 8
10/3	Lynnville, IN, Rnd 9

Info: 614/856-1900

AMA/District 36 Vintage/ Veteran Dirt Track Series

4/10	Lodi, CA, Rnds 9, 10
4/11	Lodi, CA, Rnds 11, 12
4/17	Lodi, CA, Rnds 13, 14
4/24	Lodi, CA, Rnds 15, 16
5/8	Lodi, CA, Rnds 17, 18
5/15	Lodi, CA, Rnds 19, 20
5/22	Lodi, CA, Rnds 21, 22
6/5	Lodi, CA, Rnds 23, 24
6/12	Lodi, CA, Rnds 25, 26
6/19	Lodi, CA, Rnds 27, 28
6/26	Lodi, CA, Rnds 29, 30
7/10	Lodi, CA, Rnds 31, 32
7/17	Lodi, CA, Rnds 33, 34
7/24	Lodi, CA, Rnds 35, 36
8/14	Lodi, CA, Rnds 37, 38
8/21	Lodi, CA, Rnds 39, 40
9/11	Lodi, CA, Rnds 41, 42
9/18	Lodi, CA, Rnds 43, 44
10/9	Lodi, CA, Rnds 45, 46
10/16	Lodi, CA, Rnds 47, 48
10/23	Lodi, CA, Rnds 49, 50

Info: 209/368-7809

AMA/District 36 Amateur/ Youth Dirt Track Series

4/10	Lodi, CA, Rnds 9, 10
4/11	Lodi, CA, Rnds 11, 12
4/17	Lodi, CA, Rnds 13, 14
4/24	Lodi, CA, Rnds 15, 16
5/8	Lodi, CA, Rnds 17, 18
5/15	Lodi, CA, Rnds 19, 20
5/22	Lodi, CA, Rnds 21, 22
6/5	Lodi, CA, Rnds 23, 24
6/12	Lodi, CA, Rnds 25, 26
6/19	Lodi, CA, Rnds 27, 28
6/26	Lodi, CA, Rnds 29, 30
7/10	Lodi, CA, Rnds 31, 32
7/17	Lodi, CA, Rnds 33, 34
7/24	Lodi, CA, Rnds 35, 36
8/14	Lodi, CA, Rnds 37, 38
8/21	Lodi, CA, Rnds 39, 40
9/11	Lodi, CA, Rnds 41, 42
9/18	Lodi, CA, Rnds 43, 44
10/9	Lodi, CA, Rnds 45, 46
10/16	Lodi, CA, Rnds 47, 48
10/23	Lodi, CA, Rnds 49, 50

Info: 209/833-0639

AMA National Amateur Motocross Series

Northeast Area Qualifiers

3/20-21	Dillwyn, VA
3/27-28	Jacksonville, PA
4/10-11	Newburg, PA
4/17-18	Danville, VA
4/24-25	Delmont, PA
5/1-2	Mapleview, NY
5/8-9	Armaugh, PA

Northeast Amateur Regional

6/19-20	Binghamton, NY

Northeast Youth Regional

6/26-27	Auburn, NY

Southeast Area Qualifiers

3/20-21	Blountville, TN
3/28	Reddick, FL
3/27-28	Hohenwald, TN
4/3-4	Sanford, NC
4/10-11	Roberta, GA
4/17-18	Albertville, AL
5/15-16	Macon, GA

Southeast Amateur Regional

6/12-3	Society Hills, SC

Southeast Youth Regional

6/19-20	Chatsworth, GA

Mideast

3/27-28	London, KY
4/17-18	McArthur, OH
4/24-25	Akron, IN
5/1-2	Buchanan, MI
5/15-16	Millington, MI
5/15-16	Mitchell, IN
5/22-23	Sugar Grove, OH
5/22-23	Leitchfield, KY

Mideast Amateur Regional

6/26-27	Bloomington, MI

Mideast Youth Regional

6/12-13	Millfield, OH

North Central Area Qualifiers

3/20-21	Salem, IL
3/27-28	Kahoka, MO
4/4-5	Hawk Point, MO
4/17-18	Merwin, MO

5/1-2 Hoopeston, IL
5/8-9 Casey, IL
5/15-16 Nashville, IL
5/22-23 Denmark, WI

North Central Amateur
6/12-13 Lake Geneva, WI

North Central Youth
6/26-27 Lowes, KY

South Central
3/27-28 Milliken, CO
4/3-4 Highlands, TX
4/10-11 Fort Worth, TX
4/10-11 Magnolia, AR
4/17-18 Merwin, MO
5/1-2 Moriarty, NM
5/8-9 Craig, CO
5/22-23 Stillwater, OK

South Central Amateur
6/19-20 Fort Worth, TX

South Central Youth
6/12-13 Magnolia, AR

Southwest
3/27-28 Milliken, CO
5/1-2 Moriarty, NM
5/8-9 Craig, CO
5/22-23 Cedar City, UT

Southwest
6/19-20 San Bernardino, CA

Northwest
4/25 Roseburg, OR
5/23 Washougal, WA

Northwest
6/12-13 Washougal, WA
Info: 614/856-1900

AMA/District 37 Grand Prix Big 6 Series
4/10-11 Twentynine Palms, CA
5/1-2 Palmdale, CA
10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37 Dual Sport Ride Series
3/21 San Bernardino, CA
4/18 Cantil, CA
5/1-2 Newhall, CA
5/16 Mojave, CA
7/17-18 Bass Lake, CA
7/24-25 Sequoia National Forest, CA
7/31-8/1 Mammoth Lakes, CA*
8/14-15 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
10/3 Silverwood Lake, CA
10/16-17 Mesquite, NV*
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Mid-South Championship Winter Hare Scrambles Series
3/28 Charlotte, TN
Info: 615/859-0873

AMA Prostar National Drag Racing Series
3/27-28 Commerce, GA, Rnd 2
4/24-25 Columbus, OH, Rnd 3
6/5-6 Rockingham, NC, Rnd 4
7/9-11 Chicago, IL, Rnd 5
8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar Regional Drag Racing Series
10/16-17 Houston, TX
Info: 256/852-1101

AMA Prostar West Drag Racing Series
4/10 Bakersfield, CA, Rnd 2
6/26 Phoenix, AZ, Rnd 3
8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

AMA Texas Championship Hare Scrambles Series
3/28 Fort Hood, TX, Rnd 5
4/11 Brune's Mill, TX, Rnd 6
4/25 San Antonio, TX, Rnd 7
5/23 Montgomery, TX, Rnd 8
6/6 Walnut Creek, TX, Rnd 9
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or http://www.flash.net/~tchss.

AMA Grand National Cross Country Series
3/20-21 Cross Keys, SC, Rnd 3
4/10-11 Hurricane Mills, TN, Rnd 4
4/24-25 Clarksburg, WV, Rnd 5
5/8-9 Manahawking, NJ, Rnd 6
5/22-23 Brownsville, PA, Rnd 7
6/5-6 Boyer, PA, Rnd 8
7/10-11 Fairmont, WV, Rnd 9
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

AMA/District 7 Hare Scrambles Championship Series
3/21 Hagerstown, MD
3/28 Rawlings, MD
4/18 Rawlings, MD
4/25 St. Georges, DE
5/2 Budds Creek, MD
6/27 Rawlings, MD
7/25 Budds Creek, MD
8/22 Budds Creek, MD
10/10 Budds Creek, MD
Info: 410/792-7200

AMA Four Corners MX Series
3/28 Aztec, New Mexico
4/17-18 Aztec, New Mexico
4/25 Mancos, Colorado
5/16 Mancos, Colorado
5/23 Aztec, New Mexico
6/13 Mancos, Colorado
6/27 Aztec, New Mexico
7/11 Mancos, Colorado
7/25 Aztec, New Mexico
8/8 Mancos, Colorado
8/29 Aztec, New Mexico
9/5 Mancos, Colorado
9/26 Aztec, New Mexico
10/10 Aztec, New Mexico
Info: 800/720-MOTO or 970/533-9747

AMA/District 25 Rocky Mountain MX Spring Series
3/27-28 Milliken, CO
4/18 Brush, CO*
4/25 Milliken, CO
5/8-9 Craig, CO
5/23 Milliken, CO
5/30 Brush, CO
6/6 Erie, CO*

Summer Series
6/13 Craig, CO
6/27 Watkins, CO*
7/18 Erie, CO
8/8 Erie, CO
8/22 Watkins, CO
9/5 Craig, CO
9/12 Brush, CO
9/19 Milliken, CO*
10/2-3 Craig, CO*
* District 25 state championship series
Info: 303/271-0190 or http://www.rmxa.com

AMA/District 34 Family Motocross Series
3/21 Modena, NY
3/28 Modena, NY
4/11 Walden, NY
4/18 Modena, NY
4/25 Claverack, NY
5/2 Modena, NY
5/9 Walden, NY
5/16 Claverack, NY
5/23 Monticello, NY
5/30 Modena, NY
6/6 Modena, NY
6/13 Walden, NY
6/20 Monticello, NY
6/27 Modena, NY
7/4 Modena, NY
7/11 Monticello, NY
7/25 Walden, NY
8/1 Monticello, NY
8/8 Claverack, NY
8/15 Modena, NY
8/22 Walden, NY
9/5 Modena, NY
9/12 Claverack, NY
9/19 Walden, NY
9/26 Modena, NY
10/3 Modena, NY
10/10 Modena, NY
10/17 Walden, NY
10/24 Modena, NY
10/31 Walden, NY
11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

AMA Southern California MX Championship Series
5/7-8 Glen Helen, CA, Rnd 1
6/5-6 Kernville, CA, Rnd 2
6/20 Hungry Valley, CA, Rnd 3
7/11 Hungry Valley, CA, Rnd 4
7/18 Palmdale, CA, Rnd 5
8/1 Glen Helen, CA, Rnd 6
8/8 San Jacinto, CA, Rnd 7
8/15 Glen Helen, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 805/589-9265

AMA Tecnosel Carolina Ultra Motocross Series
3/28 Chesterfield, SC
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega MX Series
3/20-21 Blountville, TN, Rnd 3
4/17-18 Danville, VA, Rnd 4
4/25 Wytheville, VA, Rnd 5
5/1-2 Blountville, TN, Rnd 6
5/22-23 Society Hill, SC, Rnd 7
6/5-6 Blountville, TN, Rnd 8
7/3-4 London, KY, Rnd 9
7/11 Wytheville, VA, Rnd 10
7/17-18 Blountville, TN, Rnd 11
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

AMA/NATC National Observed Trials Championship
4/10-11 Munster, TX
4/17 Temecula, CA
4/18 El Trial de España
5/22-23 Salida, CO
5/29-30 Washougal, WA
6/19 Lock Haven, PA
6/20 Williamsonburg, PA
8/21-22 Ute Cup/Sargent, CO
8/28-29 Casper, WY

AMA/Suzuki Dual Sport Trail Ride Series
4/17-18 Altair, TX
5/1-2 Renfro Valley, KY
5/22-23 McArthur, OH
6/5-6 Mill Hall, PA
6/5-6 Lesterville, MO
6/12-13 Loudon, NH
6/19-20 Hurricane Mills, TN
7/17-18 Davis, WV
7/25-30 Newberry, MI
7/31-8/1 Berkshire, NY
7/31-8/1 Mammoth Lakes, CA
9/11-12 Golden Pond, KY
9/18-19 Elizabeth, WV
9/25-26 Columbus, IN
10/2-3 Woodstock, VA
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 St. George, UT
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA U.S. Eastern Motocross Spring Series
3/21 Dillwyn, VA
3/28 Reidsville, NC
4/11 Elizabeth City, NC
4/25 Axton, VA
5/2 East Bend, NC
5/9 Dillwyn, VA
5/16 Danville, VA
Info: 804/724-4392

AMA Ballzee Grand Championship MX Series
6/27 Axton, VA
7/18 Danville, VA
7/25 Reidsville, NC
8/1 Axton, VA
8/8 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
9/5 Dillwyn, VA
9/18 Danville, VA
9/26 East Bend, NC
10/3 Reidsville, NC
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

PACE Ultracross Series
3/19-21 Chattanooga, TN, Rnd 7
3/19-21 Wichita, KS, Rnd 8
Info: 817/246-7400

Sound of Thunder Four-Stroke Motocross Series
Southwestern
3/21 Phoenix, AZ
4/18 San Bernardino, CA
7/3-4 Hollister, CA

Pacific Northwest
7/10-11 Yakima, WA
7/18 Sandy, OR
8/7-8 Albany, OR

Central States
3/26-28 Whitney, TX
6/5-6 Denver, CO
8/12 Ponca City, OK

Final Event
9/11-12 Donner Ranch, Lake Tahoe, CA
Info: 530/221-0912

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WEST COAST VINTAGE FLAT TRACK SERIES

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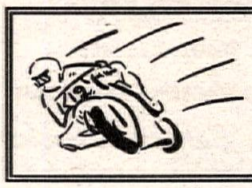
Registration: 9 am - 11 am
Entry Blanks/Info Call: (661) 268-0105
Practice: 10:30 am
First Race: 12:30 pm



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Sun.,March 21	Club Moto	CMA Spring Series
Sat., April 3	Club Moto	Super Sat., MX Rnd #1

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

SERA Hare Scrambles Series
6/27 Lawrenceburg, TN
7/25 Maplesville, AL
9/25 Hattiesburg, MS
10/10 Fort Polk, LA
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
Info: 601/763-7427

SERA Enduro Series
3/28 Forest Hill, LA
4/11 Fort Polk, LA
5/2 Wiggins, MS
5/16 Saucier, MS
5/30 Clanton, AL
6/13 Laurel, MS
8/8 Breezy Hill, LA
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

AHRMA/Progressive Suspension Historic Cup Road Race Series
4/3-4 Rosamond, CA
4/17-18 Sonoma, CA
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Motocross Series
3/21 Perris, CA
4/18 Sonoma, CA
5/15 Bremen, GA
5/1 Casey, IL
6/19 Grattan, MI
7/11 Lexington, OH
7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
4/2 Rosamond, CA
5/30 Port Royal, PA
6/6 Indianapolis, IN
6/11 Cumberland, MD
7/4 Athens, OH
7/9 Ashland, OH
7/24 Weedsport, NY
8/1 Joliet, IL
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Trials Series
4/4 Rosamond, CA
4/17 Sonoma, CA
4/25 Ridgedale, MO
5/16 Bremen, GA
5/2 Casey, IL
6/6 Santa Cruz, CA
6/20 Grattan, MI
7/10 Lexington, OH
8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA National GP Series
4/18 Budds Creek, MD
4/24 Ridgedale, MO
5/16 Bremen, GA
8/29 Thornville, OH
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Dixie Cup Regional Road Race Series
10/2-3 Talladega, AL
10/23-24 Kershaw, SC

AHRMA Masters of the Midwest Regional Road Race Series
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI

AHRMA Pacific Crown Regional Road Race Series
4/3-4 Rosamond, CA
4/17-18 Sonoma, CA
9/18 Park City, UT

AHRMA Mid-Atlantic Vintage Motocross Series
4/17 Budds Creek, MD
6/13 Sale Creek, TN
7/31 Axton, VA
8/21 Shippensburg, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

AHRMA Midwest Regional Motocross Series
4/17 Bedford, KY
5/22 Casey, IL
6/6 Kansas City, MO
6/19 Grattan, MI
6/26 Indianapolis, IN
7/11 Lexington, OH
8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

AHRMA Northwest Regional Motocross Series
4/18 Sonoma, CA
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
7/18 Carson City, NV
8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

AHRMA Northwest Lumberjack Motocross Series
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

AHRMA Southeast Regional Motocross Series
4/18 Hohenwald, TN
5/15 Bremen, GA
6/13 Sale Creek, TN
7/17 Bremen, GA
8/15 Steele, AL
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/986-3213 or kavula_m@mercer.edu

AHRMA Southeast Regional Trials Series
4/17 Hohenwald, TN
5/16 Bremen, GA
7/17 Bremen, GA
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

AHRMA H&H KTM Southeast Grand Prix Series
4/17 Hohenwald, TN
5/16 Bremen, GA
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/986-3213 or kavula_m@mercer.edu

AHRMA Southwest Regional Motocross Series
3/21 Perris, CA
4/11 Gorman, CA
5/16 San Bernardino, CA
8/15 Big Bear, CA
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western Regional Dirt Track Series
4/2 Rosamond, CA
4/10 Livermore, CA
4/25 Lodi, CA
5/15 Hanford, CA
5/30 Oroville, CA
7/17 Carson City, NV
7/25 Barona, CA
8/8 Hollister, CA
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Maderas, OR
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western Regional Trials Series
4/4 Willow Springs, CA
4/17 Sears Point, CA
5/23 Fernley, NV
6/6 Santa Cruz, CA
8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA Michigan MX Series
5/2 Millington, MI
5/16 Portland, MI
6/6 Buchanan, MI
6/27 Battle Creek, MI
7/11 Midland, MI
7/25 Stanton, MI
8/8 Coldwater, MI
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

AHRMA Vintage MX Series
4/11 Merwin, MO
5/16 Moberly, MO
5/23 Niangua, MO
6/13 Eldorado Springs, MO
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

Best In The Desert Racing Association Silver State Series
4/16-17 Tonopah, NV, Rnd 2
6/25-27 Mesquite, NV, Rnd 3
9/30-10/3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or http://www.bitd.com

District 36 Northern California Enduro Series
4/17 Upper Lake, CA, Rnd 3
4/25 Long Barn, CA, Rnd 4
5/2 Georgetown, CA, Rnd 5
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10

Mid-Atlantic Vintage Trials
5/15-16 Toronto, OH
6/6 Monrovia, MD
8/7 Toronto, OH
9/12 Lock Haven, PA
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

KORR Hare Scrambles Series
3/28 Wichita, KS
4/11 Sterling, KS
5/16 Wichita, KS
9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Spring MX Series
4/25 Marion, KS
5/2 Wichita, KS
5/15 Wichita, KS
6/5 Wichita, KS
6/6 Inman, KS
6/20 Marion, KS
6/27 Sterling, KS
Info: 316/942-6527

KORR Fall Motocross Series
7/10 Wichita, KS
7/11 Marion, KS
8/8 Sterling, KS
8/29 Wichita, KS
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

ATM Motocross Series
3/21 Steele, AL, Rnd 3
3/28 Tupelo, MS, Rnd 4
4/11 Warrior, AL, Rnd 5
4/25 Tupelo, MS, Rnd 6
5/2 Steele, AL, Rnd 7
5/16 Chattanooga, TN, Rnd 8
Info: 205/681-8317

CMA/PJ1 Pacific Coast Pro Am Championships
3/21 Livermore, CA
3/21 Madera, CA
3/28 Hollister, CA
Info: 559/673-8080

KTMXA Motocross Series
4/17 Murray, KY
4/25 Draffenville, KY
5/1 Draffenville, KY

5/16 White Plains, KY
5/23 Milan, TN
6/12 Draffenville, KY
6/18 Murray, KY
7/3 Atwood, TN
7/10 Draffenville, KY
7/17 Atwood, TN
8/7 Atwood, TN
8/22 Dyersburg, TN
8/29 White Plains, KY
9/4 Paris, TN
9/18 Paris, TN
9/26 Draffenville, KY
10/2 Paris, TN
10/10 Draffenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

International Old-Timers Motocross Series
3/20-21 Tulare, CA, Rnd 1
4/10-11 Idaho Falls, ID, Rnd 2
5/1-2 Marysville, CA, Rnd 3
5/29-30 Richland, WA, Rnd 4
6/19-20 Boise, ID, Rnd 5
7/3-4 Bellingham, WA, Rnd 6
7/24-25 Albany, OR, Rnd 7
9/4-5 Fernley, NV, Rnd 8
9/18-19 Edmonton, AB, Canada, Rnd 9
10/23-24 Lake Elsinore, CA, Rnd 10
TBA Las Vegas, NV, Rnd 11
Info: 253/840-0466 or www.seanet.com/~russr

Women's MX League Series
4/11-16 Johnstown, CO
4/16-17 Johnstown, CO
5/8 San Bernardino, CA
5/15 Sacramento, CA
6/19 Budds Creek, MD
6/27 Mammoth, CA
7/31 Washougal, WA
8/2-7 Nashville, TN
8/28 Binghamton, NY
Info: 949/837-2206

I.C.E./WSRA World Cup Ice Speedway C'Ship Series
3/19-20 Johnstown, PA
Info: 970/845-6073

North American Sport Bike Series
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

Formula USA Road Race Series
7/17-18 Portland, OR
8/27-29 Long Pond, PA
Info: 530/582-1061

GFI Winter MX Series
North-South Showdown
3/28 Turlock, CA
Info: 909/653-4042

AMP/GFI Spring MX Series
3/21 Turlock, CA, Rnd 1
4/18 Hollister, CA, Rnd 2
4/25 Tracy, CA, Rnd 3
5/2 La Grange, CA, Rnd 4
5/23 Hollister, CA, Rnd 5
5/30 Turlock, CA, Rnd 6
Info: 209/656-9682

GFI Spring Motocross Series
3/21 San Bernardino, CA
4/18 Moreno Valley, CA
4/25 Perris, CA
5/16 San Jacinto, CA
Info: 909/653-4042

GFI Memorial Day Extravaganza
5/31 Perris, CA
Info: 909/653-4042

GFI Night Motocross Series
5/29 Moreno Valley, CA
6/5 Moreno Valley, CA
6/12 San Bernardino, CA
6/19 Moreno Valley, CA
7/10 San Bernardino, CA
7/17 San Bernardino, CA
7/24 San Bernardino, CA
8/14 Moreno Valley, CA
8/21 San Bernardino, CA
8/28 Moreno Valley, CA
Info: 909/653-4042

GFI/Team Green Youth Nationals
7/3 San Bernardino, CA
7/4 San Bernardino, CA
Info: 909/653-4042

GFI Elsinore Grand Prix
11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

GFI Fall Motocross Series
9/12 Perris, CA
9/19 Moreno Valley, CA
9/26 San Bernardino, CA
10/10 Lake Elsinore, CA
10/24 San Bernardino, CA
Info: 909/653-4042

Northwest Regional MX Series
4/18 Sonoma County, CA, Rnd 4
5/23 Fernley, NV, Rnd 5
6/13 Phillipsville, CA, Rnd 6
6/27 Eugene, OR, Rnd 7
7/18 Carson City, CA, Rnd 8
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

GNC International MX Final
3/18-21 Dallas/Fort Worth, TX
Info: 214/351-9900

NMA World Mini Grand Prix
4/7-11 Las Vegas, NV
Info: 562/868-8112

NMA Ponca City Grand National MX Championship
7/27-31 Ponca City, OK
Info: 562/868-8112

La Playa MX Grand Prix Series
5/16 Rosarito, BC, Mexico, Rnd 2
8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or www.toomuchfun.com.mx

WERA National Endurance Road Race Series
4/17 Talladega, AL, Rnd 1
5/8 South Haven, MI, Rnd 2
5/29 Hampton, GA, Rnd 3
6/12 Faulkville, GA, Rnd 4
6/26 Clermont, IN, Rnd 5
7/31 Summit Point, WV, Rnd 6
8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

WERA National Challenge Road Race Series
4/16-18 Talladega, AL, Rnd 1
5/7-9 South Haven, MI, Rnd 2
5/28-30 Hampton, GA, Rnd 3
6/11-13 Faulkville, GA, Rnd 4
6/24-27 Clermont, IN, Rnd 5
7/30-8/1 Summit Point, WV, Rnd 6
8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WERA Grand National Road Race Finals
TBA Braselton, GA

WERA Vintage Road Race Series
3/20-21 College Station, TX
4/10-11 Henderson, TX
4/10-11 Summit Point, WV
4/24-25 Millington, TN
5/8-9 College Station, TX
5/15-16 Garrettsville, OH
5/22-23 Talladega, AL
5/22-23 Mount Meridian, IN
6/12-13 Grattan, MI
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/10-11 Braselton, GA
7/17-18 College Station, TX
7/24-25 Kershaw, SC
7/24-25 Mount Meridian, IN
8/7-8 Faulkville, GA
8/7-8 South Haven, MI
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/21-22 Hallet, OK
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
TBA Braselton, GA
Info: 770/924-8404

WERA Sportsman Road Race Series
North Central
4/24-25 Clermont, IN
5/7-9 South Haven, MI
5/22-23 Mount Meridian, IN
6/5-6 Madison, IL
6/12-13 Grattan, MI
6/24-27 Indianapolis, IN
7/10-11 Grattan, MI
7/24-25 Mount Meridian, IN
8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
Northeast
4/10-11 Summit Point, WV
5/15-16 Garrettsville, OH
6/5-6 Garrettsville, OH
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
7/24-25 Kershaw, SC
7/30-8/1 Summit Point, WV
8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
Mid-Central
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/29-30 Hallett, OK
6/5-6 Madison, IL
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
8/21-22 Hallet, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN
South Central
3/20-21 College Station, TX
4/10-11 Henderson, TX
5/8-9 College Station, TX
5/29-30 Hallett, OK
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Southeast
3/27-28 Faulkville, GA
4/16-18 Talladega, AL
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/28-30 Hampton, GA
6/11-13 Faulkville, GA
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
7/24-25 Kershaw, SC
8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

NETRA Championship Enduro Series
5/30 Assonet, MA
6/6 Wrentham, MA
6/13 Somers, CT
7/18 Oxford, MA
8/1 W. Greenwich, RI
8/8 W. Granville, MA
9/19 Windsor, MA
10/17 Chester, CT
10/31 Brimfield, MA
11/7 W. Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
4/25 Modena, NY
5/16 Fishouse, NY
5/23 Burriville, RI
6/20 Thomaston, CT
6/27 Union, CT
7/4 Chelsea, VT
7/11 Windsor, MA
8/22 Union, CT
9/5 Uxbridge, MA
10/3 Sterling, CT
10/10 Assonet, MA
Info: 860/875-5757

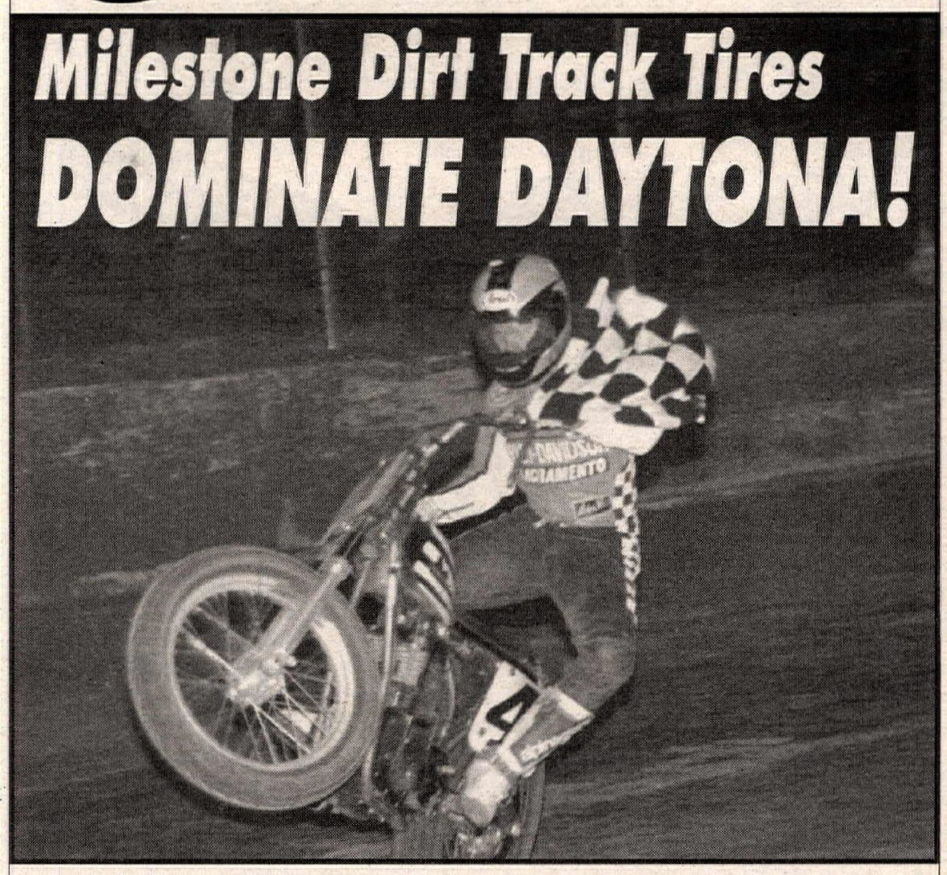
NETRA Turkey Run Series
5/16 W. Greenwich, RI
6/12-13 Loudon, NH
7/11 W. Greenwich, RI
8/15 Chelsea, VT
9/12 N. Haverhill, NH
9/26 Wrentham, MA
10/10 Winchendon, MA
10/24 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
4/17 Meriden, CT
4/24 Brimfield, MA
5/8-9 Wrentham, MA
5/15 Fishouse, NY
5/22 Burriville, RI
6/19 Thomaston, CT
6/26 Union, CT
7/10 Windsor, MA
7/24 Southampton, MA
8/21 Union, CT
9/11 Mariden, CT
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

Carolina Ultra Series
3/28 Chesterfield, SC
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

Continental

Milestone Dirt Track Tires
DOMINATE DAYTONA!



* Chris Carr wins first race on new AMA approved Continental
"It really worked great at this track" Savannah, GA, 2/26/99
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Will Davis 750 Ex. / Chris Carr 600 Ex.
"Conti is half-second faster here." 2/27/99
* Conti wins 600 Ex. Stadium Short Track 3/2/99

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West: A&A 650-654-1699

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FREE HOT DOGS AND SODAS

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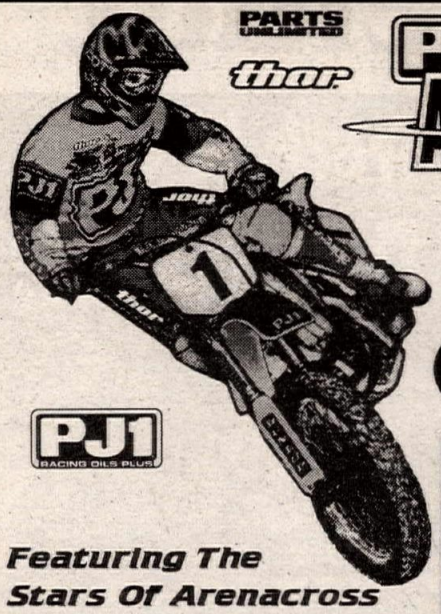
Arenacross Tour Moves West



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Greg Rand • Denny Stephenson • Mad Mike Jones
Ty Wallace • Jeff Willoh • Jim Chester
Tommy Hofmaster • and more...

DENVER COLISEUM • DENVER, CO. • FEB. 19-21
CENTRAL REGION CHAMPIONSHIPS
ARCO ARENA • SACRAMENTO, CA. • FEB. 26-28
MEMORIAL COLISEUM • PORTLAND, OR. • MAR. 5-7
SAN JOSE ARENA • SAN JOSE, CA. • MAR. 19-21
DELTA CENTER • SALT LAKE CITY, UT. • MAR. 26-28
WESTERN REGION CHAMPIONSHIPS/SERIES FINALS

AMA — PRO/EXPERT FRIDAY & SATURDAY 7:30PM — YOUTH/AMATEUR SUNDAY 2:00PM — AMA

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Info Hotline: (817) 246-7400 PACE MOTOR SPORTS

Tell them you saw it in CYCLE NEWS

CRC 1999 California Race Schedule

100% PRO PAYBACK

Sunday	Mar. 21	CRC Motocross	LACR
Sunday	Mar. 28	CRC Motocross	LACR
Sunday	Apr. 4	Golden Bear GP (Tri Race Series)	LACR
Sunday	Apr. 11	CRC Motocross	LACR
Sunday	Apr. 18	CRC Motocross (Tri Race Series)	Edward's AFB
Sunday	Apr. 25	CRC Motocross (Tri Race Series)	LACR

Sat. Practice Jan. 9 to May. 22 • 9am to 2pm
CRC Info (661) 272-8889
www.netport.com/lacr-crc

VINTAGE / EVOLUTION MX

Sat. Apr.	24TH	Carlsbad	Carlsbad, CA
Sat. May	8TH	Gorman	Gorman, CA
Sun. July	18TH	Carlsbad	Carlsbad, CA
Sun. Aug	29TH	Gorman	Gorman, CA

NO MEMBERSHIP REQUIRED
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Competition Park Motocross

San Jacinto, CA

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Open Practice:
8:00 AM - 6:00 PM (All Tracks)
Thursday, Friday, Saturday, Sunday
Motocross / Int. Supercross / 60 & 80 / PeeWee
TRACK FULLY GROOMED EACH DAY!
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What's happening? Cycle News Calendar.

GLEN HELEN RACEWAY PARK

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www.GlenHelen.com

CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

Thurs.,	Mar. 18	MX Practice	8am till Dusk
Sat.,	Mar. 20	MX Practice	8am till 1pm
Sun.,	Mar. 21	GFI Spring Series	Gates open 6:00am
Sun.,	Mar. 21	Honda Ride for Kids	
Thurs.,	Mar. 25	MX Practice	8am till Dusk

The 6th Annual Chaparral 6 Hour Team Endurance Race • March 29, 1999

TULARE CYCLE PARK

Tulare, CA Event Calendar

March 20 & 21 Old Timer MX National
Sat., Mar. 27 Open MX Practice

All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Rocky Mountain Enduro Circuit Series
3/21 Turkey, TX
4/25 Post, TX
5/2 Chadron, NE
5/16 Montrose, CO
5/30 Limon, CO
6/13 Buena Vista, CO
6/27 Upton, WY
7/18 Rand, CO
8/1 Espanola, NM
8/22 Del Norte, CO
9/12 Cloudcroft, NM
11/14 Matador, TX
Info: 307/742-4136

Midwest Spring Motocross Championship Series
3/21 Merwin, MO
4/4 Grain Valley, MO
4/25 Kingsville, MO
5/16 Merwin, MO
Info: 816/331-6934

Missouri State Motocross Championship Series
7/10 Kingsville, MO
7/18 Grain Valley, MO
7/31 Billings, MO
8/15 Moberly, MO
9/6 Hawk Point, MO
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

Arkansas MX Spring Series
3/21 Magnolia, AR
3/28 Donaldson, AR
4/4 Magnolia, AR
4/25 Donaldson, AR
5/2 Russellville, AR
5/9 Magnolia, AR
5/16 Hot Springs, AR
5/23 Donaldson, AR
Info: 870/342-5162 or 870/342-5373

Missouri-Illinois Trials Association
3/28 Fieldon, IL
4/11 White City, IL
5/30 Livingston, IL
6/13 Festus, MO
8/29 Litchfield, IL
9/12 Bismarck, MO
10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

CMRRA 50cc/125cc Championship Road Race Series
4/4 Palomar, CA
5/2 Riverside, CA
6/5-6 Rosamond, CA
7/11 Palomar, CA
8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
3/20-21 Rosamond, CA, Rnd 3
4/10-11 Rosamond, CA, Rnd 4
5/15-16 Rosamond, CA, Rnd 5
6/19-20 Rosamond, CA, Rnd 6
7/17-18 Rosamond, CA, Rnd 7
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

Galpin Ford Dual Sport Adventure Series
4/11 Gorman, CA, Rnd 3
6/5-6 Lake Isabella, CA, Rnd 4
7/4-9 Redding, CA, Rnd 5
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

Desert Challenge Bikes & ATV Series
3/27 Rocky Point, AZ
4/25 Lake Pleasant, AZ
5/30 Holbrook, AZ
7/4 Cinders, AZ
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

AMX E-Z Up Dealer Series
3/21 Wittman, AZ
3/28 Eloy, AZ
4/18 Cottonwood, AZ
4/25 Wittman, AZ
Info: 520/743-7727

Georgia MX Spring Series
3/21 Washington, GA
4/18 Edgefield, SC
5/30 Monroe, GA
6/13 Woodbine, GA
Info: 912/475-5711

Trials Incorporated Championship Trials Series
3/27-28 Twinsburg, OH
5/2 Lancaster, OH
6/5-6 Dayton, OH
7/31-8/1 Carrollton, KY
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

American Trials Association
3/21 TBA
5/16 McCain Valley, CA
6/13-14 Big Bear, CA
Info: 714/562-7742

STTARS Super TT American Racing Series
Northwest
6/12-13 Bremerton, WA
7/17-18 Portland, OR
Southwest
4/3-4 Rosamond, CA
6/5-6 Rosamond, CA
6/20 Buttonwillow, CA
10/3 Palomar, CA
12/3-5 TBA
12/12 Buttonwillow, CA
Info: 949/768-4626 or www.supertt.com

USCRA Vintage Series
5/1-2 Loudon, NH
6/13 Belknap, NH
6/14 Loudon, NH
6/19-20 Loudon, NH
7/23-25 Shubenacadie, Nova Scotia, Canada
8/13-15 Loudon, NH
8/20-22 Mosport, Ontario, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series
4/10 Jericho, UT
5/8 Jericho, UT
5/22 Jericho, UT
6/19 Wells, NV
7/21 TBA
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

CCS/Florida State Motorcycle Roadracing Championship
3/20-21 West Palm Beach, FL
4/10-11 Bloomingdale, GA
4/24-25 West Palm Beach, FL
5/30-31 West Palm Beach, FL
6/26-27 Homestead, FL
7/24-25 West Palm Beach, FL
8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-American Motorcycle Roadracing Championship
4/10-11 S. Beloit, IL*
5/1 Elkhart Lake, WI**
5/2 Elkhart Lake, WI**
5/22-23 S. Beloit, IL
6/12-13 S. Beloit, IL
7/10-11 S. Beloit, IL
7/31-8/1 S. Beloit, IL
8/14-15 Topeka, KS**
8/28-29 Brainerd, MN**
9/25-26 S. Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-Atlantic Motorcycle Roadracing Championship
4/24-25 Summit Point, WV
5/8-9 Kershaw, SC
5/22-23 Summit Point, WV
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
7/10-11 Summit Point, WV
7/24-25 Bloomingdale, GA
8/14-15 Braselton, GA**
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/New England Motorcycle Roadracing Championship
4/17-18 Loudon, NH
5/1-2 Loudon, NH
6/12-13 Loudon, NH
7/17-18 Loudon, NH
8/7-8 Loudon, NH
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or www.ccsracing.com

CCS/Southeastern U.S. Motorcycle Roadracing Championship
4/10-11 Bloomingdale, GA
5/8-9 Kershaw, SC
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
7/24-25 Bloomingdale, GA
8/14-15 Braselton, GA**
9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/Southwestern U.S. Motorcycle Roadracing Championship
4/10-11 Buttonwillow, CA
5/15-16 Chandler, AZ**
6/5-6 Chandler, AZ
9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA**
12/4-5 Chandler, AZ*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS Race of Champions National Championship Finals
10/21-24 Daytona Beach, FL

North American Sport Bike Series
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

SRAC/Mazda Motocross Series
3/21 Colorado Springs, CO
4/11 Berthoud, CO
4/18 Colorado Springs, CO
5/2 Colorado Springs, CO
5/9 Cheyenne, WY
6/5-6 Lakewood, CO
6/13 Colorado Springs, CO
6/20 Colorado Springs, CO
6/27 Colorado Springs, CO
7/11 Berthoud, CO
7/25 Cheyenne, WY
8/1 Colorado Springs, CO
8/15 Berthoud, CO
8/22 Pueblo, CO
9/12 Cheyenne, WY
9/19 Colorado Springs, CO
Info: 307/638-2226

SRAC/Mazda Supercross Series
4/24 Denver, CO
5/15 Greeley, CO
5/22 Grand Junction, CO
7/17 Colorado Springs, CO
8/7 Grand Junction, CO
8/28 TBA
Info: 307/638-2226

Sunshine State Motocross Championship Series
3/21 Reddick, FL
4/11 Ocala, FL
4/18 Dade City, FL
4/25 Ocala, FL
5/2 Ona, FL
5/9 Reddick, FL
5/23 Orlando, FL
5/30 Dade City, FL
6/6 Ona, FL
6/27 Ocala, FL
7/4 Orlando, FL
7/11 Reddick, FL
7/18 Dade City, FL
7/25 Ona, FL
8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

KB Racing Promotions NorCal Championship Motocross Series
4/9 Sacramento, CA
4/23 Sacramento, CA*
5/7 Sacramento, CA*
5/28 Sacramento, CA*
6/11 Sacramento, CA*
6/25 Sacramento, CA*
7/9 Sacramento, CA*
7/23 Sacramento, CA**
8/13 Sacramento, CA**
8/27 Sacramento, CA**
9/10 Sacramento, CA**
9/24 Sacramento, CA**
10/8 Sacramento, CA**
10/22 Sacramento, CA
* spring series round
** fall series round
Info: 916/682-6123 or www.jps.net/kbracing

CMRA Endurance Road Racing Series
3/19-20 College Station, TX
4/2-4 Topeka, KS
4/24-25 College Station, TX
6/4-6 Hallett, OK
6/19-20 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Info: 281/342-9032

CMRA Road Racing Series
5/15-16 Calgary, AB, Canada, Rnd 1
6/11-13 Calgary, AB, Canada, Rnd 2
7/24-25 Calgary, AB, Canada, Rnd 3
8/21-22 Calgary, AB, Canada, Rnd 4
9/4-5 Calgary, AB, Canada, Rnd 5
Info: 403/272-7223

MRAN Desert Series
4/24 Hiko, NV
5/22 Alamo, NV
6/12-13 Caliente, NV
7/17 Ely, NV
8/14 Panaca, NV
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California Flat Track C'ship Series
4/18 Temecula, CA
5/15 Temecula, CA
6/13 Temecula, CA
7/11 Costa Mesa, CA
7/24 Temecula, CA
8/21 Temecula, CA
9/18 Temecula, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

District 3 Eastern New York Sports Committee Dirt Track
5/8 Accord, NY
5/9 Harpursville, NY
5/15 Harpursville, NY
5/22 Harpursville, NY
5/23 Schenectady, NY
6/6 Schenectady, NY
6/12 Harpursville, NY
6/26 Accord, NY
7/17 Harpursville, NY
7/18 Schenectady, NY
7/24 Accord, NY
8/2 Schenectady, NY
8/7 Accord, NY
8/14 Harpursville, NY
8/22 Schenectady, NY
8/28 Accord, NY
9/4 Accord, NY
9/12 Schenectady, NY
9/18 Harpursville, NY
9/25 Harpursville, NY
9/26 Schenectady, NY
10/3 Harpursville, NY
10/10 Schenectady, NY
Info: 607/693-1031

Soil Hare Scrambles Series
3/21 Belleville, IL
5/2 Fosterburg, IL
6/6 Jonesboro, IL
9/12 Fosterburg, IL
9/19 Jonesboro, IL
10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

Virginia Championship Hare Scrambles Series
3/28 Martinsville, VA
4/11 Budds Creek, MD
4/25 Dillwyn, VA
5/2 Martinsville, VA
5/16 Surry, VA
5/30 Ivor, VA
6/6 Glade Hill, VA
6/27 Pulaski, VA
8/15 Wytheville, VA
8/22 Danville, VA
9/19 Middlebrook, VA
9/26 Martinsville, VA
10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

ECEA C'ship Enduro Series
3/21 Indian Mills, NJ
3/28 Belle Plain, NJ
4/18 Warren Grove, NJ
5/2 New Lisbon, NJ
5/30 New Philadelphia, PA
6/6 Rawlings, MD
6/13 Stanhope, NJ
6/27 Webb Mills, NY
7/18 Blain, PA
7/25 Crossforks, PA
8/1 West Greenwich, RI
8/8 Middlebury Center, PA
8/15 Speedsville, NY
8/29 Mauricetown, NJ
9/12 Shippensburg, PA
9/19 Brandonville, PA
9/26 New Lisbon, NJ
10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
4/11 Good Springs, PA
4/25 St. Georges, DE
5/8-9 Manahawkin, NJ
5/23 Woodland Twp, NJ
10/3 Belle Plain, NJ
10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

ECEA Dual Sport Series
6/20 Brandonville, PA
10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

MARCH

S	M	T	W	T	F	S
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28	29	30	31			

APRIL

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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

*Denotes Pro Payback

Mar 18-21

* TEXAS MOTOCROSS - 23rd annual GNC International MX Finals, Mosier Valley USA, Dallas/Fort Worth. Info: 214/351-9900 or www.gncmx.com.

Thur, Mar 18

TEXAS MOTOCROSS - GNC International MX, Mosier Valley, Fort Worth. Info: 214/351-9900.

Mar 19-20

* NEW MEXICO ARENACROSS - Motorsports Entertainment Group, Tingley Coliseum, Albuquerque. Info: 602/833-1886.

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Creek County Fairground, Sapulpa. Info: 918/425-7327.

* PENNSYLVANIA ICE SPEEDWAY - World Cup Ice Speedway Finale, ICE/WSRA, Cambria County War Memorial Arena, Johnstown. Info: 970/845-6073 or www.speedwaybikes.com/ice.

Mar 19-21

CALIFORNIA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, San Jose Arena, San Jose. Info: 817/246-7400 or www.arenacross.com.

KANSAS ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Kansas Coliseum, Wichita. Info: 817/246-7400.

* TENNESSEE ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, UTC Arena, Chattanooga. Info: 817/246-7400.

Mar 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MOTOCROSS - International Old-Timers Motocross, Central Valley Old-Timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

CALIFORNIA MOTOCROSS - Riverside Old-Timers International Event, Tulare Cycle Park, Tulare. Info: 714/996-8327.

CALIFORNIA ROAD RACE - Thunderhill Park, SCCA National, Willows. Info: 530/934-5588.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

ILLINOIS MOTOCROSS - AMA area qualifier, NC, South Central MX, Salem. Info: 417/886-0066.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or wwwvictory-sports.com.

* VIRGINIA MOTOCROSS - AMA, District 13, area qualifier, Rnd 4, U.S. Eastern Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

Sat, Mar 20

ARIZONA MOTOCROSS - Whiplash Motorsports, Globe. Info: 602/971-3730.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light Spring Classic, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 5, Mini Day,

Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA STADIUM CROSS - Southern California Stadium Cross Series, A.V. Fairgrounds, Lancaster. Info: 805/942-6040.

CALIFORNIA MOTOCROSS - Tulare Cycle Park, Tulare. Info: 559/685-0702.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 850/623-6038.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

ILLINOIS MOTOCROSS - AMA, area qualifier, South Central MX, Salem. Info: 618/548-5259.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - AMA, District 11, Ohio Valley Motocross Park, Zanesville. Info: 740/455-6534.

SOUTH CAROLINA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Big Buck, Cross Keys. Info: 304/284-0084.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 2, Jamestown. Info: 931/879-8552 or 879-7459.

TENNESSEE MOTOCROSS - AMA, area qualifier, Muddy Creek MX, Blountville. Info: 423/323-5497.

* VIRGINIA MOTOCROSS - AMA, Northeast area qualifier, Spring Series Warmup, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

Sun, Mar 21

ALABAMA MOTOCROSS - first annual ATM MX Series, Chandler Mountain MX Park, Steele. Info: 205/681-8317.

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Globe. Info: 602/971-3730.

* ARKANSAS MOTOCROSS - Dirt Bike Mike Promotions, Arkansas Spring Series, Rnd 1, Cedar Hill MX, Magnolia. Info: 870/342-5373 or 870/234-1303.

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

CALIFORNIA DUAL SPORT - Pediatric Brain Tumor Foundation, Ride For Kids, San Bernardino. Info: 828/665-6891.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - Ghostriders MC, AMA, District 36, third annual Phantom Scrambles, Hollister Hills, SVRA, Hollister. Info: 408/265-2122 or http://www.ama-d36.org/.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, North-South Showdown, Glen Helen Raceway, San Bernardino, Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Hungry Valley MX, Gorman. Info: 805/294-0020.

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2nd • $400	7th • $125	12th • $50
3rd • $300	8th • $100	13th • $50
4th • $250	9th • $75	14th • $50
5th • $200	10th • $50	15th • $50

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What's happening? Cycle News Calendar.

MARIN COUNTY MOTORCYCLE ASSN PRESENTS
AMA
1st ANNUAL GAMBONINI RANCH POKER RUN
&
3rd ANNUAL SHIRLEY VERBISCIO HARE SCRAMBLES
MOTORCYCLE COMPETITION D36
APRIL 10th & 11th 1999
CAMPING AVAILABLE
SATURDAY NIGHT LIVE BAND & BBQ * SUNDAY BREAKFAST AVAILABLE
POKER RUN:$25 HARE SCRAMBLES-$40 BOTH $55
1403 MARSHALL - PETALUMA RD. PETALUMA, CA
MAP and DETAILS AVAILIBLE ON WEBSITE
WEATHER PERMITTING -
CALL INFORMATION CENTRAL @
415-455-5418 or
www.xmax.com/mcma

WISECO/YAMAHA/DUNLOP/CARMATE/MOOSE/FMF/KLOTZ/MAXXIS/LAEGER
Grand National Cross Country Series
1999 SCHEDULE OF EVENTS
OVER $500,000 IN CONTINGENCY and SERIES AWARDS
WISECO YAMAHA DUNLOP MOOSE KLOTZ FMF
April (NHS) 10/11 Loretta Lynn Ranch Hurricane Mills, TN
I-40 W of Nashville to Exit 143 to Rt 13 N
April (Y) 24/25 Wilderness Clarksburg, WV
I-79 to Exit 119 then 50 W to Sycamore Road
ACERBIS Outerwears SCOTT Lacger's MAXXIS TIRES
CARMATE
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Morgantown, WV 26508
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(304)284-0084
NHS-Nat. Hare Scramble Y-Youth & Women
Saturday: 12 Noon Quad Race
3 pm Bike Youth & Women
(Youth & Women Sign-up 1 pm)
Sunday: Bikes
10 am Super Sen. & C classes
12 Noon Pro, A & B classes

RACING ON THE TUBE

MARCH BROADCASTS

DATE	TIME	EVENT	NETWORK
3/18/99	3:00 PM	AMA Supercross - Daytona Beach, FL (R)	ESPN2
3/18/99	3:00 PM	Daytona Supercross	ESPN2
3/18/99	6:30 PM	MotoWorld	ESPN2
3/19/99	12:00 AM	Isle of Man TT - 1998	Speed
3/19/99	12:30 AM	AMA Supercross - Daytona Beach, FL	ESPN2
3/19/99	12:30 AM	Daytona Supercross	ESPN
3/19/99	1:30 PM	Daytona 750 Supersport/250 GP	ESPN2
3/19/99	2:00 PM	24 Hours of LeMans	Speed
3/19/99	8:00 PM	Isle of Man TT - 1998	Speed
3/20/99	12:30 AM	Daytona 750 Supersport/250 GP	EPN2
3/21/99	12:00 AM	AMA Superbike - Phoenix	Speed
3/21/99	5:00 AM	MotoWorld (R)	ESPN2
3/21/99	4:00 PM	AMA Superbike - Phoenix - Live	Speed
3/21/99	4:00 PM	AMA Supercross - Houston, TX	ESPN2
3/21/99	5:00 PM	AMA Arenacross - Winston Salem	Speed
3/21/99	9:00 PM	AMA Superbike - Phoenix	Speed
3/23/99	12:00 AM	AMA Arenacross - Oklahoma City	Speed
3/23/99	12:00 PM	AMA Superbike - Phoenix	Speed
3/23/99	2:00 PM	AMA Arenacross - Winston Salem	Speed
3/23/99	6:30 PM	MW2 Rev It Up	ESPN2
3/23/99	8:00 PM	AMA Arenacross - Oklahoma City	Speed
3/25/99	1:00 PM	AMA Supercross - Houston, TX	ESPN2
3/25/99	6:30 PM	MotoWorld	ESPN2
3/26/99	12:00 PM	Isle of Man TT - 1998	Speed
3/27/99	5:30 AM	MotoWorld (R)	ESPN2
3/28/99	2:00 AM	FIM World Superbike - Kyalami	Speed
3/28/99	5:00 PM	AMA Arenacross - Oklahoma City	Speed
3/28/99	10:00 PM	FIM World Superbike - Kyalami	Speed
3/30/99	12:00 AM	AMA Arenacross - Denver	Speed
3/30/99	12:30 AM	Daytona NASB/Triumph/Harley/Buell	ESPN2
3/30/99	1:00 AM	AMA 600 Supersport - Phoenix	Speed
3/30/99	2:00 PM	AMA Arenacross - Oklahoma City	Speed
3/30/99	8:00 PM	AMA Arenacross - Denver	Speed
3/30/99	9:00 PM	AMA 600 Supersport - Phoenix	Speed
3/31/99	1:30 PM	Daytona Supercross	ESPN
3/31/99	2:30 PM	AMA Supercross - Daytona Beach, FL	ESPN2
3/31/99	3:30 PM	Daytona NASB/Triumph/Harley/Buell	ESPN2

All times shown are Eastern. ESPN2, Fox Sports Net and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

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PJ1 Pacific Coast Pro Am Championships

Sun., Mar 21	Club Moto,	Livermore, CA	(Northern)
Sun., Mar 21		Madera, CA	(Central)
Sun., Mar 28		Hollister, CA	(Final)

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(562) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

GFI RACING (209) 656-9682
Northern Region

Sun. Mar.21	GFI Spring Series Round 1	Oatfield Raceway	Turlock, CA
Sun. Mar.28	GFI North/South Showdown	Oatfield Raceway	Turlock, CA
Sun. Apr. 18	GFI Spring Series Round 2	Hollister Hills GP Track	Livermore, CA

Saturday Practice prior to all events from 8am til' 2pm

GFI RACING (909) 653-4042
A Rider for the Riders
Southern Region

Sun., Mar. 21	GFI Spring Series Round 2		Glen Helen
Sun., Mar. 28	GFI Winter Series North/South Showdown YAMAHA CONTINGENCY		Oatfield
Sun., Apr. 18	GFI Spring Series Round 3		Starwest

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA ENDURO - AMA, District 37, Prospectors MC, Searles Station, Red Mountain, Ridgecrest. Info: 310/322-3612.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Rnd 1, Oatfield Raceway, Turlock. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Club Moto, Livermore. Info: 559/673-8080.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Madera. Info: 559/673-8080.

* CALIFORNIA MOTOCROSS - GFI Spring Series, Rnd 2, Glen Helen, San Bernardino. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - Tulare Cycle Park, Tulare. Info: 559/685-0702.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Rnd 5, Coyote. Colorado Springs. Info: 303/988-7722 or 303/989-7436.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

* FLORIDA MOTOCROSS - Thunder Cross, Rnd 2, first annual South Florida Motocross Series, Thunder Cross Motorsport Park, Okeechobee. Info: 941/357-6497.

* GEORGIA MOTOCROSS - AMA, District 9, Georgia Spring Series, GMP Promotions, Aonia Pass Motocross, Washington. Info: 706/678-3737.

* ILLINOIS HARE SCRAMBLES - AMA, Soil Hare Scrambles Series, Belleville Enduro Team Clubgrounds, Belleville. Info: 618/235-4777.

KANSAS MOTOCROSS - Racers Edge MX, 4-State Best of the Best Series, Rnd 2, Baxter Springs. Info: 417/833-1574.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Motorcycle Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND HARE SCRAMBLES - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members.aol/antietammc/index.html.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* MISSOURI MOTOCROSS - AMA, Midwest Spring Championship Series, Midwest Xtreme Park, Merwin. Info: 660/267-3400.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - AMA, District 18, HLR Motorsports Park, Moberly. Info: 660/263-4296.

MISSOURI MOTOCROSS - Missouri State Fairgrounds, Rnd 21, Sedalia. Info: 660/827-1043.

NEVADA HARE SCRAMBLES - WSRA, European Scrambles, MRANN, Rnd 2, Stead. Info: 775/322-1499.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman Raceway Park, 24th annual Yamaha-sponsored Raceway Park Championship season opener, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* NORTH CAROLINA MOTOCROSS - AMC, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Blendzall Day, Malvern. Info: 330/262-4945.

* OHIO HARE SCRAMBLES - AMA, Honda Hills, Thornville. Info: 740/323-3766.

* OHIO HARE SCRAMBLES - Mansfield Motorcycle Club, CRA, Mansfield. Info: 419/774-1244.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA MOTOCROSS - AMA, District 6, Pagoda Motorcycle Club, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, AMA, Pine Grove. Info: 570/345-6340 or 570/345-8734.

SOUTH CAROLINA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Big Buck, Cross Keys. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - AMA, District 13, Rnd 4, U.S. Eastern MX Spring Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State Championship Series, RB Racing, Connell. Info: 509/349-7181.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV, Richland. Info: 509/837-3595.

Thur, Mar 25

TEXAS MOTOCROSS - Lake Whitney MX, Spring National. Info: 254/694-4271.

Mar 26-27

MASSACHUSETTS ARENACROSS - IPI, Paul E. Tsongas Arena, Lowell. Info: 602/899-2222.

Mar 26-28

* CONNECTICUT ARENACROSS - Motorsports Entertainment Group, Memorial Coliseum, New Haven. Info: 602/833-1886.

UTAH ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Delta Center, Salt Lake City. Info: 817/246-7400 or www.arenacross.com.

Fri, Mar 26

* UTAH ARENACROSS - AMA, PACE Motor Sports PJ1 National Arenacross Series, Delta Center, Salt Lake City. Info: 630/566-6100 or www.arenacross.com.

Mar 27-28

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, Death Valley, Ridgecrest. Info: 818/348-8381.

CALIFORNIA ROAD RACE - Thunderhill Park, MIATA, Willows. Info: 530/934-5588.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

GEORGIA DRAG RACE - AMA, Prostar, 8th annual Superdrags, Atlanta. Info: 256/852-1101.

IDAHO MOTOCROSS - Owyhee MC Club, Boise. Info: 208/384-5512.

* KENTUCKY MOTOCROSS - Daniel Boone MX, Stock Day and Modified Day, London. Info: 606/877-1364 or www.mxaction.com.

MISSOURI MOTOCROSS - AMA, Loretta Lynn's area qualifier, Midwest Motosport, Kahoka. Info: 660/727-3301.

Sat, Mar 27

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 6, Winter Series Finals, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/REM, Glen Helen, San Bernardino. Info: 714/996-8327.

CALIFORNIA EUROPEAN SCRAMBLES - AMA, District 37, Huntington Beach MC, Boone Road, Lucerne Valley. Info: 760/244-1217 or www.district37ama.org.

* IOWA INDOOR SHORT TRACK - Shaver Motorsports, McElroy Auditorium, Waterloo. Info: 319/234-4375.

KENTUCKY MOTOCROSS - AMA, area qualifier, Daniel Boone MX Park, London. Info: 606/877-1364.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, LL area qualifier, Kahoka. Info: 660/727-3301.

MISSOURI SUPERCROSS - AMA Supercross Series, St. Louis. Info: 614/891-2425.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman Raceway Park, normal Semi-Pro race day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

* PENNSYLVANIA MOTOCROSS - Doublin Gap Motocross Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 2, Jamestown. Info: 931/879-8552 or 879-7459.

Sun, Mar 28

* ARIZONA MOTOCROSS - AMX E-Z Up Dealer Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

* ARKANSAS MOTOCROSS - Dirt Bike Mike Promotions, Arkansas Spring Series, Rnd 2, Arkansas Motosports Park, Donaldson. Info: 501/337-4834 or 501/332-8904.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - District 36, Rnd 9, Diamondback Hare Scrambles, Doyle.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Hungry Valley, Hungry Valley. Info: 562/941-1515.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, North-South Showdown, Oatfield, Turlock. Info: 909/653-4042 or 209/656-9682.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Barona Oaks, Ramona. Info: 760/752-8252.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Hollister. Info: 559/673-8080.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Oatfield MX, Turlock. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* CALIFORNIA MOTOCROSS - CMC Gold Rush Series, MaxTrack, Piru. Info: 494/367-1141.

CALIFORNIA HARE SCRAMBLES - AMA, District 37, Huntington Beach MC, Boone Road, Lucerne Valley. Info: 760/244-1217 or www.district37ama.org.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* FLORIDA MOTOCROSS - Loretta Lynn's, AMA area qualifier, Motocross of Marion County, Reddick. Info: 352/591-2050 or 591-2377.

* GEORGIA MOTOCROSS - Wings & Wheels, AMA Georgia Championship MX Series, Bremen Race Park, Bremen. Info: 770/941-8464 or dirtman23@aol.com.

* ILLINOIS MOTOCROSS - The Edge Racing, Pro-Am, Nashville. Info: 618/327-9879 or theedge444@aol.com.

KANSAS HARE SCRAMBLES - KORR Hare Scramble Series, Rnd 3, Whoopmaster Jeeps, Wichita. Info: 316/684-7400.

* MARYLAND HARE SCRAMBLES - AMA, Districts 7 & 5, Ironman Hare Scramble Series, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSISSIPPI MOTOCROSS - first annual ATM MX Series, Motocross 886 Home of Mongo, Tupelo. Info: 601/489-8316.

* MISSOURI MOTOCROSS - AMA, Midwest Spring Series, Kahoka. Info: 660/727-3301.

MISSOURI MOTOCROSS - Missouri State Fairgrounds, Rnd 22, Sedalia. Info: 660/827-1043.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, McCook. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.attnet.

* NEVADA MOTOCROSS - Moto X West, Nevada Motocross Development, Rnd 4 of Spring Series, Stead Race Track, Reno. Info: 702/423-8226 or jaja@phonewave.net.

* NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Rnd 5, U.S. Eastern Motocross Spring Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-9027.

*NORTH CAROLINA MOTOCROSS - Side By Side Racing, U.S. Eastern MX Spring Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-3737 or 336/342-9027.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, FMF Day Spring Series, Malvern. Info: 330/262-4945.

OHIO SWAP MEET - ABATE of Ohio, Region Zero, Portage County, Chrysler UAW Local 122, Twinsburg. Info: 330/425-7830.

* OHIO MOTOCROSS - AMA, Honda Hills, Thornville. Info: 740/323-3766.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or ww.trail-wayspeedway.com.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, AMA, Pine Grove. Info: 570/345-6340 or 570/345-8734.

* PENNSYLVANIA MOTOCROSS - Doublin Gap Motocross Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

* PENNSYLVANIA POKER RUN - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* SOUTH CAROLINA MOTOCROSS - Victory Sports, AMA, Carolina Ultra Series, Rnd 2, Sand Hills MX Park, Chesterfield. Info: 423/323-5497 or wwwvictory-sports.com.

* SOUTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scramble Series, State Line MC Club, Buffalo Creek, Lancaster. Info: 704/937-9177 or 704/484-9000.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Charlotte. Info: 615/859-0873 or msws.org.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Clarksville. Info: 931/906-5598 or 931/552-3593.

TENNESSEE MOTOCROSS - AMA, area qualifier, Peery Racing, Hohenwald. Info: 931/796-2298.

WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State Championship Series, Olympic Peninsula MC, Port Angeles. Info: 360/417-0664.

* WYOMING MOTOCROSS - HPMA/CCC, Cheyenne Cycle Club, Cheyenne. Info: 307/261-3100.

Fri, April 2

OHIO MOTOCROSS - CRA and Patriot Promotions, Wayne County Speedway, Orville. Info: 330/948-4613 or 330/682-7435.

Fri, April 2

OHIO MOTOCROSS - CRA and Patriot Promotions, Wayne County Speedway, Orville. Info: 330/948-4613 or 330/682-7435.

April 3-4

CALIFORNIA SUPER TT - STTARS, Super TT American Racing Series, Rnd 3, Streets of Willow Springs, Rosamond. Info: 949/720-5371 or www.supertt.com.

NORTH CAROLINA MOTOCROSS - Devils Ridge, AMA, Southeast area qualifier, State Championship, Sanford. Info: 919/776-1767.

Sat, April 3

* ALABAMA MOTOCROSS - North-South Shootout, Grays Ferry Motocross Track, Titus. Info: 334/567-5143.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG, Carlsbad. Info: 760/744-8052.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Club Moto, Livermore. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - Club Moto Super Saturday MX Series, Rnd 1, Motowest Racing, Club Moto, Livermore. Info: 415/587-8678 or 925/443-MOTO or papa-joe@pacbell.net.

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Easter Celebration, Malvern. Info: 330/262-4945.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484.

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Muskogee Fairground, Round Arena, Muskogee. Info: 918/425-7327.

PENNSYLVANIA MOTOCROSS - Bellco Inc., season opener, Steel City USA, Delmont. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* TENNESSEE ARENA CROSS - Jamestown Motocross Park, Rnd 3, Jamestown. Info: 931/879-8557 or 879-7459.

TEXAS MOTOCROSS - AMA area qualifier, Highlands MX Park, Highland. Info: 713/843-6686.

WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State Championship Series, Mount St. Helens MC, Castle Rock. Info: 360/274-4346.

Sun, April 4

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

* ARKANSAS MOTOCROSS - Dirt Bike Mike Promotions, Arkansas Spring Series, Rnd 4, Cedar Hill MX, Magnolia. Info: 870/342-5373 or 870/342-5373.

CALIFORNIA GAND PRIX - CRC, Golden Bear GP, Tri Race Series, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC Gold Rush Series, Badlands Raceway, Victorville. Info: 949/367-1141.

* ILLINOIS SHORT TRACK - Pekin MC/AMA, District 17, Pekin. Info: 309/697-4413 or dirttrackd17dir@juno.com.

KANSAS MOTOCROSS - 4-State Best of the Best Series, Rnd 3, Racers Edge MX, Baxter Springs. Info: 417/833-1574.

* MISSOURI MOTOCROSS - Midwest Spring Championship, Rnd 4, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

NEVADA HARE AND HOUND - Easter Trailblazers Hare and Hound, MRANN, Rnd 3, Nightengale. Info: 775/322-1499.

April 7-11

NEVADA MOTOCROSS - 28th annual NMA World Mini Grand Prix, Las Vegas MX Park, Las Vegas International Raceway, Las Vegas. Info: 562/868-8112 or 909/657-6782.

Wed, April 7

NEVADA GRAND PRIX - NMA World Mini Grand Prix, Las Vegas. Info: 310/868-8112.

Fri, April 9

* CALIFORNIA MOTOCROSS - KB Racing Promotions, Night Race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

OHIO MOTOCROSS - CRA and Patriot Promotions, Wayne County Speedway, Orville. Info: 330/948-4613 or 330/682-7435.

April 10-11

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MOTOCROSS - International Old-Timers MX, Rocky Mountain Old-Timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

CALIFORNIA GRAND PRIX - AMA, District 37, Hilltoppers MC, Rodeo Grounds, Twentynine Palms. Info: 562/428-4971.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross Spring Series, Phillipsville. Info: 707/943-3029.

CALIFORNIA ROAD RACE - Thunderhill Park, Shelby, Willows. Info: 530/934-5588.

GEORGIA MOTOCROSS - Loretta Lynn's area qualifier, AMA, Dixie Motorcycle Sports, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

TEXAS OBSERVED TRIALS - Lone Star Nationals, NATC, AMA, Rnds 1 & 2, Red River Motorcycle Park, Muenster. Info: 972/644-1275 or 972/745-9686.

Sat, April 10

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

ARKANSAS MOTOCROSS - AMA, area qualifier, Cedar Hill MX, Magnolia. Info: 888/222-9158.

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light '99 season opener, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA DRAG RACING - AMA Prostar West Drag Racing Series, Rnd 2, Bakersfield. Info: 256/852-1101.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* MISSOURI MOTOCROSS - Sprout Patch Competition, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - AMA, area qualifier, Cycle World, Hawk Point. Info: 314/338-4090.

* NORTH CAROLINA MOTOCROSS - NAME, Under The Light Series, Night Race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 3, Jamestown. Info: 931/879-8557 or 879-7459.

TEXAS MOTOCROSS - AMA, area qualifier, Village Creek MX, Fort Worth. Info: 817/572-7713.

April 11-16

COLORADO MOTOCROSS - Women's Motocross League, Elite Rider Training Camp, 2 Rivers, Johnstown.

April 11-25

* MISSOURI MOTOCROSS - R.J. Wohlberg Motocross Promotions, Challenge Tack, Kingsville. Info: 816/779-5020.

Sun, April 11

ALABAMA MOTOCROSS - first annual ATM MX Series, Ironman MX Park, Warrior. Info: 205/663-2512.

ARKANSAS MOTOCROSS - AMA, District 18, Cycle World, Hawk Point. Info: 314/338-4090.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA DUAL SPORT - Galpin Ford Dual Sport Series, Rnd 3, Trails of Tejon, Frazier Park, Gorman. Info: 818/701-1913.

CALIFORNIA HARE SCRAMBLES - District 36, Rnd 10, Petaluma.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang only race, Glen Helen, San Bernardino. Info: 562/941-1515.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA HARE SCRAMBLES - Marin County Motorcycle Association, San Rafael. Info: 888/991-5180 or www.xmax.com/mcma.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Rnd 6, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Dixie MC Sport Inc., Georgia Championship Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 13th annual Motorcycle Parts Extravaganza, Bell-Claire County Fairgrounds, Belleville. Info: 319/462-6011.

KANSAS MOTOCROSS - 4-State Best of the Best Series, Rnd 4, Racers Edge MX, Baxter Springs. Info: 417/833-1574.

KANSAS HARE SCRAMBLES - KORR Hare Scramble Series, Rnd 4, Silver City MX, Sterling. Info: 316/278-2487.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Motorcycle Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - AMA, District 7, Antietam MC, Howel Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members.aol/antietammc/index.html.

* MICHIGAN SUPERCROSS - Motocross Racing Association, Pontiac Silverdome, Pontiac. Info: 517/323-0763 or www.racemra.com.

* MISSOURI MOTOCROSS - AMA, Midwest Spring Series, Kahoka. Info: 660/727-3301.

MISSOURI MOTOCROSS - Buffalo Motocross. Info: 417/345-6981.

MISSOURI MOTOCROSS - CT Spring Series, Rnd 2, Challenge Trax, Kingsville. Info: 816/779-5020.

MISSOURI MOTOCROSS - AMA, District 18, Spring Series, Rnd 3, Midwest Motorsports, Kahoka. Info: 660/727-3301.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Phillisburg. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.attnet.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman Raceway Park, 6th Annual Manufacturer's Contingency Bonus day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Rnd 6, U.S. Eastern MX Spring Series, Elizabeth City Motorcycle Club, Elizabeth City. Info: 757/549-7012.

* NORTH CAROLINA MOTOCROSS - Victory Sports, AMA Carolina Ultra Series, Rnd 3, Cathey's Creek MX, Forest City. Info: 423/323-5497 or wwwvictory-sports.com.

* NORTH CAROLINA MOTOCROSS - AMC, Dirt World Promotions, Spring Series, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, PJ1 Day, Malvern. Info: 330/262-4945.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* PENNSYLVANIA MOTOCROSS - Hurricane Hills Sports Center Inc., Clifford. Info: 570/222-9290 or www.broome-tioga.com.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

TENNESSEE CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Loretta Lynn's Ranch, Hurricane Mills. Info: 304/284-0084.

* WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State Championship Series, RB Racing, Connell. Info: 509/349-7181.

* WYOMING MOTOCROSS - High Plains Motocross Association, Douglas Motocross Club, Rnd 2, Douglas. Info: 307/261-3100.

Fri, April 16

OHIO MOTOCROSS - CRA and Patriot Promotions, Wayne County Speedway, Orville. Info: 330/948-4613 or 330/682-7435.

April 17-18

* ALABAMA MOTOCROSS - North-South Shootout, AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495 or kmotox@airnet.net.

CALIFORNIA ROAD RACE - Thunderhill Park, Classic Sports Racing Club, Willows. Info: 530/934-5588.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

* IDAHO MOTOCROSS - SIRA/EIMA, Rupert Fairgrounds, Rupert. Info: 208/436-7071.

* NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

MISSOURI MOTOCROSS - AMA, North and South-Central qualifier, Motosports Inc., Midwest Xtreme Park, Merwin. Info: 660/267-3400.

OREGON ROAD RACE - OMRRA, Motathlon, Oregon. Info: 503/221-1487.

TEXAS TRAIL RIDE - AMA/Suzuki Dual Sport Trail Ride Series, Trail Riders of Houston, Altair. Info: 281/376-4726.

* VIRGINIA MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Birch Creek MX, Danville. Info: 423/323-5497 or wwwvictory-sports.com.

Sat, April 17

* CALIFORNIA SPEEDWAY - International Speedway, Sidecars and Midgets, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/CMXR, Carlsbad Raceway, Carlsbad. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - CMC, Marysville Motocross, night race, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

CALIFORNIA STADIUM CROSS - Southern California Stadium Cross Series, A.V. Fairgrounds, Lancaster. Info: 805/942-6040.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

COLORADO MOTOCROSS - Women's Motocross League, Ladies International Cup, 2 Rivers, Johnstown.

CONNECTICUT ENDURO - New England Trail Rider Association, Nervous Novice, Meriden. Info: 860/875-5757.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

MISSOURI MOTOCROSS - AMA area qualifier, Midwest Extreme Park, Merwin. Info: 660/267-3400.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* NORTH CAROLINA MOTOCROSS - NAME, Under The Light Series, Night Race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Creek County Fairground, Sapulpa. Info: 918/425-7327.

* TENNESSEE ARENA CROSS - Jamestown Motocross Park, Rnd 4, Jamestown. Info: 931/879-8557 or 879-7459.

* VIRGINIA MOTOCROSS - AMA, District 13, Northeast area qualifier, Mega Series Warmup, Birch Creek Motorsports, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State Championship Series, Mount St. Helens MC, Castle Rock. Info: 360/274-4346.

Sun, April 18

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

CALIFORNIA MOTOCROSS - CRC, Tri Race Series, Edwards AFB, Edwards. Info: 805/272-8889.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association, Temecula. Info: 619/277-1591 or tritt@pacbell.net.

CALIFORNIA GRAND PRIX - District 36, Rnd 11, Shasta Dam GP National, Redding.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Out There, Jaw Bone Canyon, Cantil. Info: 818/340-1016.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Rnd 2, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - AMA, Vintage Motorcycle Days West, AHRMA, Sears Point Raceway, Sonoma. Info: 925/829-9386.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

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Location of event: _____

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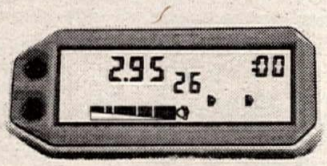
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Established Southern California Honda Kawasaki dealership, seeks experienced full-line technician, great location, tremendous potential for knowledgeable team player. Contact Bill or Gus at (909)735-2030 or fax resume to (909)735-0206. CA

Sales Person

Established Southern California Honda Kawasaki dealership, seeks experienced sales person, great location, tremendous potential for knowledgeable team player. Contact Ron or Gus at (909)735-2030 or fax resume to (909)735-0206. CA

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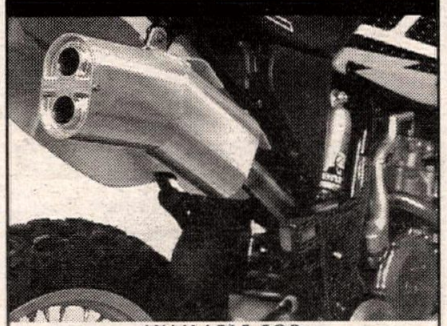

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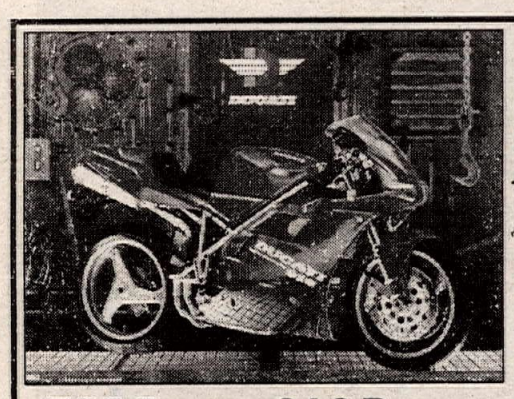

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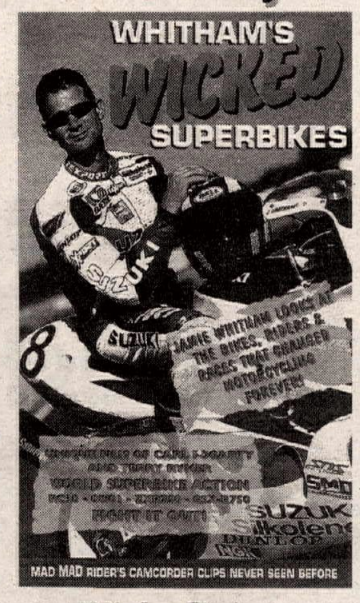

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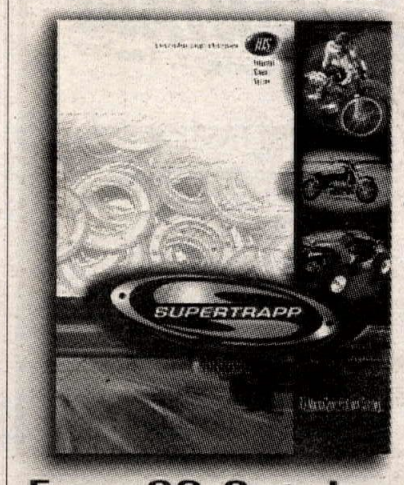

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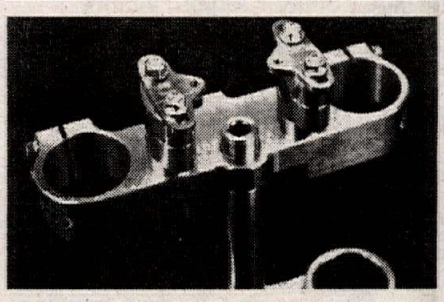

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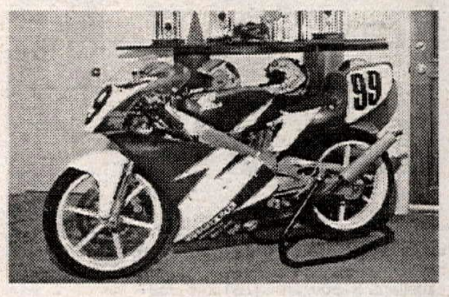

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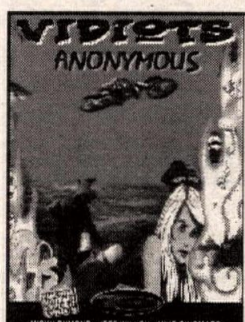

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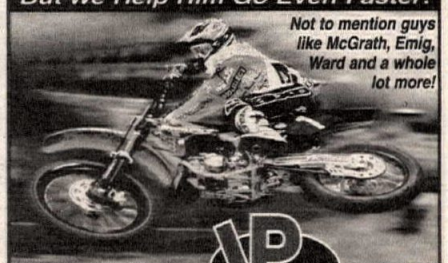

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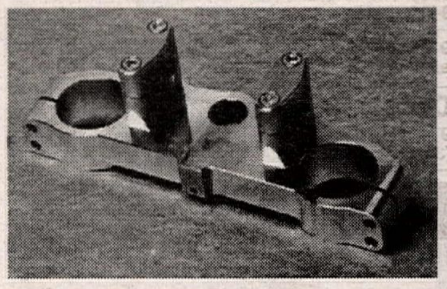

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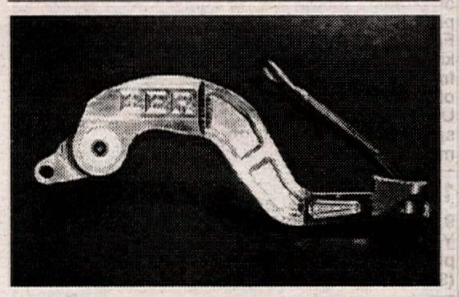

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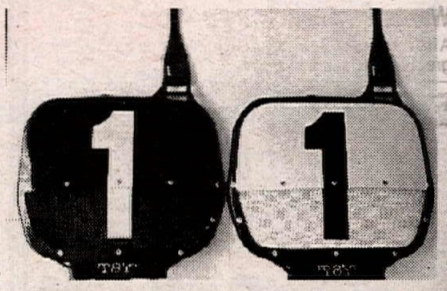

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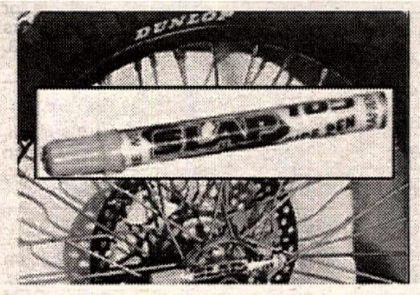

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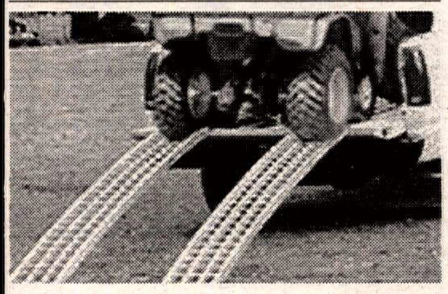

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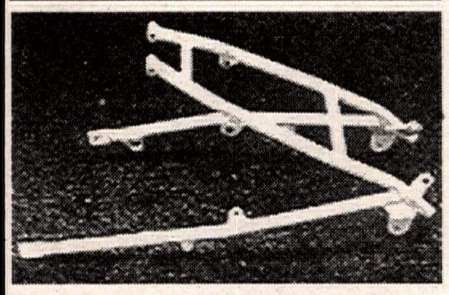

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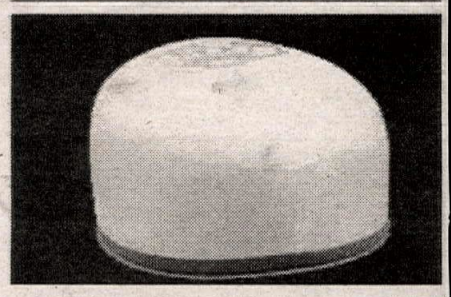

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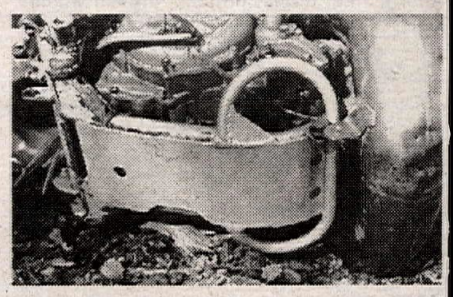

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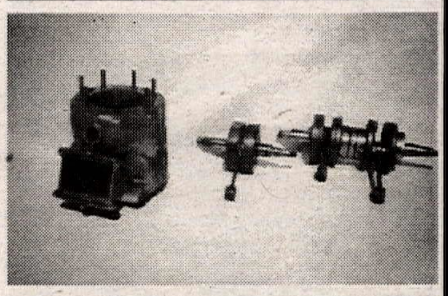

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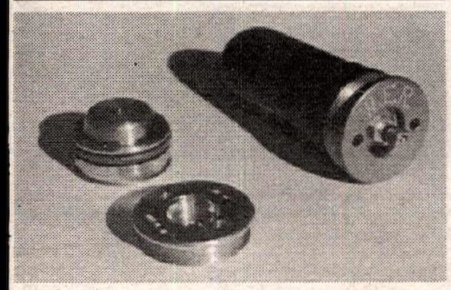

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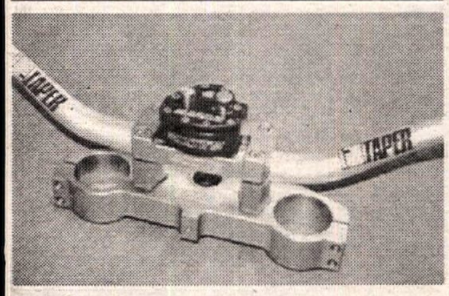

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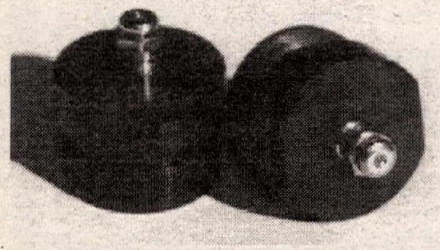

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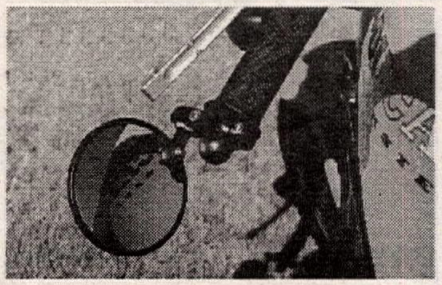

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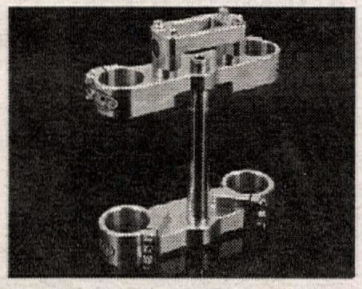

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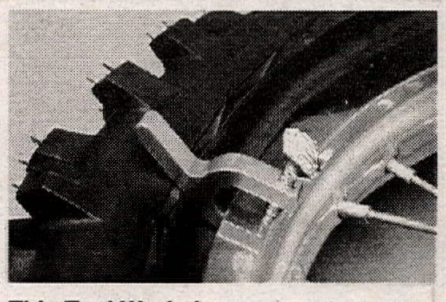

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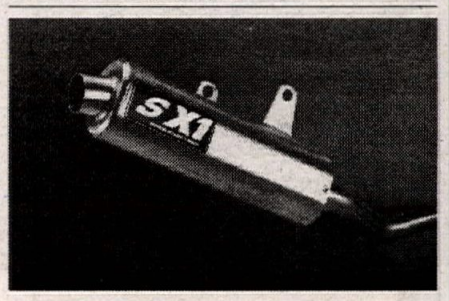

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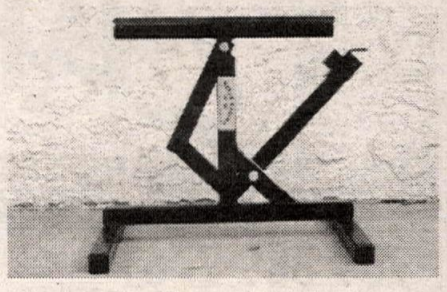

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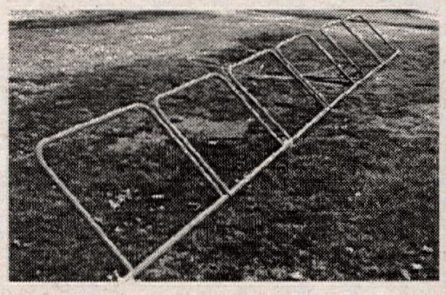

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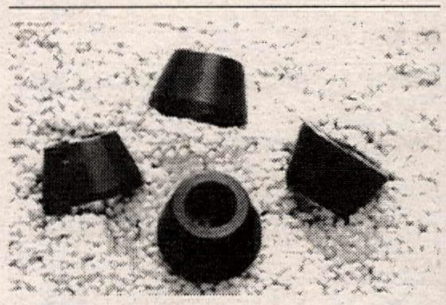

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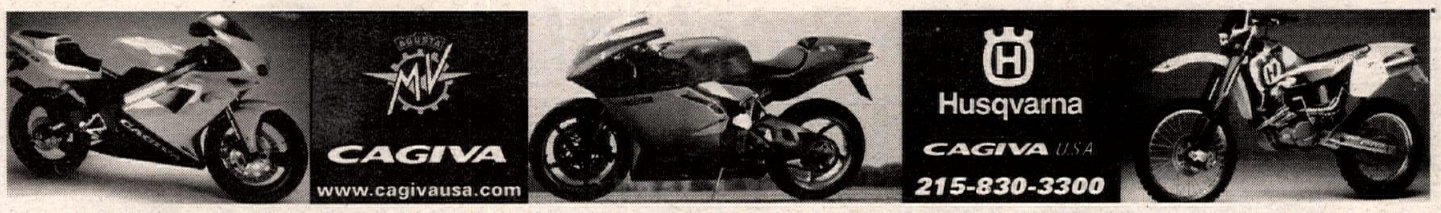

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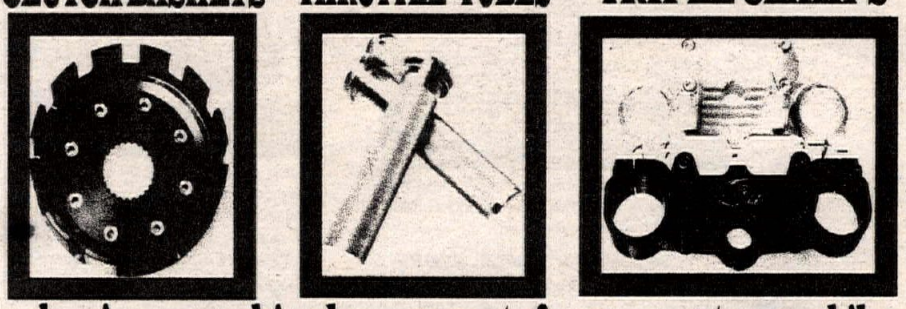
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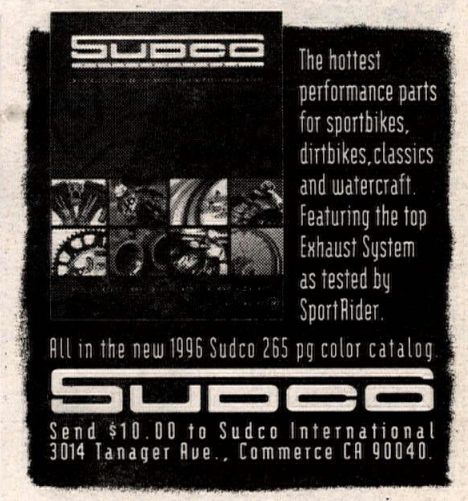
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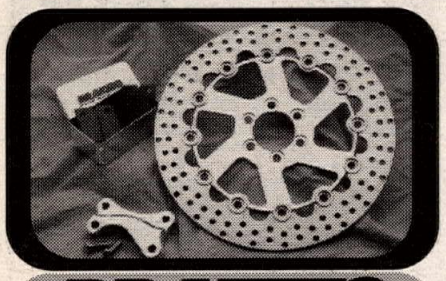

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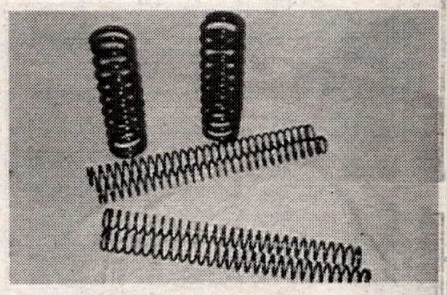

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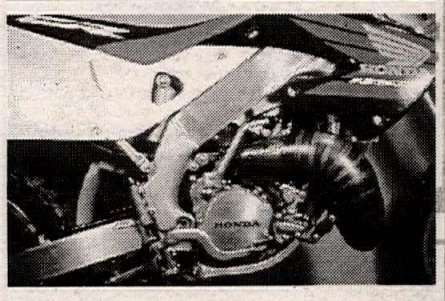

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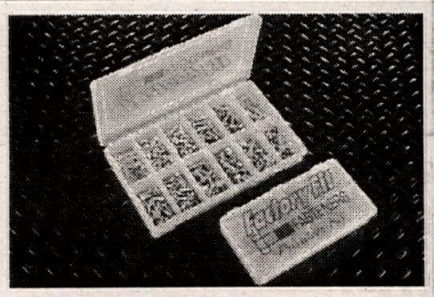

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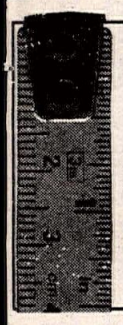

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Guest Editorial

BY TOM MUELLER

"God hath not promised Skies always blue, Flower-strewn pathways All our live through; God hath not promised Sun without rain, Joy without sorrow, Peace without pain.

"But God hath promised Strength for the day, Rest for the labor, Light for the way; Grace for the trials, Help from above, Unfailing sympathy, Undying love..."

So read the tribute inscribed in the memorial card that acknowledged the passing of Wilford A. Boyce, a man who devoted his life to motorcycling. As his tribute poem so aptly stated, Bill rode the highs and lows of life, yet always maintained a loving, supportive attitude that reinforced and motivated those around him. He started his two-wheeled love affair as a youngster in Daytona, Ohio, and nothing could deter his pursuit of the sport - even two tours of duty for the U.S. Navy in World War II and the Korean conflict. He prioritized motorcycles, motorcycle racers, and for a large part of his life was a devoted employee of the American Motorcyclist Association. Bill served as an AMA referee from 1959 to 1971, and was well-known throughout the United States.

"One of the biggest lessons Bill Boyce ever taught me was that a good AMA referee always makes his decisions right out of the rule book," said longtime referee Ron Denny at Boyce's funeral. "That way, you're fair to everyone, and you never have to recall why you made a special exception for a specific rider."

Bill went on to a take a full-time position with the AMA in 1971 and later moved on to be director of professional competition. During that era, Boyce took great pride in working for the AMA, and in getting the job done - no matter what it took.

"I can remember getting back from a dirt track in the east, pulling into the AMA parking lot and hooking up the old Camel road race trailer to my van," Boyce would recall with a big smile. "I'd pull all the way out to Laguna Seca, help put on the race, and then pack everything back into the trailer. I'd drive like crazy and push to get back to Ohio, so that I could get a day in the office before I took off for the next event!"

In most cases, Bill did like to do it his way - all the way - but even he attested that he wasn't capable of going it alone.

"I remember one time I had to tell Bill that I wasn't going to go to any more races," recalled Ann, Bill's wife. "I told him that he had yelled at me in front of some other people, and I wasn't going to take it. Bill looked over at me and said, 'Well, then I guess I'm quitting, too, because I can't do it without you.' We got in the van and traveled home together after that."

Boyce loved telling numerous stories from the "old days." He also kept photos and files nearby, available for anyone who was interested. I'd always enjoy it when visitors came to the AMA offices, so that I could call them over to Boyce for a quick tale.

"One time I was at the Houston Astrodome, getting into a pretty good argument with a rider," Boyce would tell us. "One minute I was arguing, and the next I was picking myself up off the floor. That rider had knocked me out cold, and my biggest concern was finding my glasses, so I could get back to work. Do ya follow me?"

Bill ended almost every question, comment and story with, "Do ya follow me?" We loved the way that guy talked. Actually, we kept a sort of top-secret notebook, filled with "Boyce-isms" that Bill created over the years. He had his own way of constructing vowels and consonants, so that his own custom terminology worked best. His signature "Okey Doakle" was another prime sign-off, when you knew Bill was about to terminate a phone call. Our favorite was Bill's version of the terminology for the process of qualifying a motorcycle for race competition. It wasn't homologation; in correct Boyce-ism, one simply "homogolated" a bike to get it approved, as in, "Ya need to get that Harley homogolated, or it won't get out on the race track." After a few months of working with Bill, I was pretty sure he had it right. I was saying homogolate, and so were others in the office.

As the years passed by, Boyce made his best efforts to retire, but his desire to keep contributing kept him coming back to the AMA. I can remember a time that Ed Youngblood refused to throw any more retirement parties for Boyce, as he always found some opportune reason to unretire and continue with AMA pro racing. For the past nine years, Bill was a part-time consultant to the AMA and worked mostly with the hillclimb and speedway business. However, there weren't many situations where Boyce couldn't contribute valuable input, for in the AMA racing business, he had done it all.

Over the past year, Bill had been having medical problems, and was adjusting medication to get his heart rate corrected. He was checked into a local hospital at one point, and while visiting him there, it became clear that Bill Boyce couldn't be defeated. He shared no bitterness or self-pity, but only wanted to talk about how he was only days away from getting back up on his feet and back to motorcycling. Bill taught me - and all of us at the AMA - how to possess a manner and attitude that always anchored on the positive side, always focused on how to take care of our sport and continue to make it better.

It wasn't until his funeral that we learned Bill had, in his usual meticulous style, prepared for his own death. He had Ann arrange a meeting with a pastor to discuss what his funeral should entail, and Boyce wanted it clear that a celebration was in order. Bill wanted his friends and business associates to acknowledge the full life he had enjoyed, and to focus on what had been accomplished for motorcycling.

In the end, the man with a very big heart had a heart that just plain expired. Bill's wife found him in his familiar easy chair, and instead of just napping, Bill had moved on to other business - of the eternal nature. Bill's send-off was absolutely appropriate for his place in life: a Harley XR750 was standing nearby among a sea of flowers, and various club members from the Dayton MC were paying their respects. One individual mentioned that he was the number-one ranked Dayton MC club member, with over 50 years of service; second on the longevity list was none other than Boyce. A checkered flag was placed next to Bill's casket, which to me signified he was on the cool-down lap, having made the final finish. Bill lay in the center of all the activity, peaceful, at rest, neatly dressed with a red AMA tie topping off his suit.

What really pressed on my conscience while at the funeral was an overall concern for the future. Where will the Bill Boyces of the next generation come from? A recent business publication stated that modern career professionals might change jobs 19 times in their careers. That's in sharp contrast to a man like Boyce, who held one lifelong assignment, totally in alignment with the AMA's mission statement: to pursue, promote and protect the interests of motorcyclists. He was caring, loved to help, and was a personal inspiration to me when times became controversial and stressful.

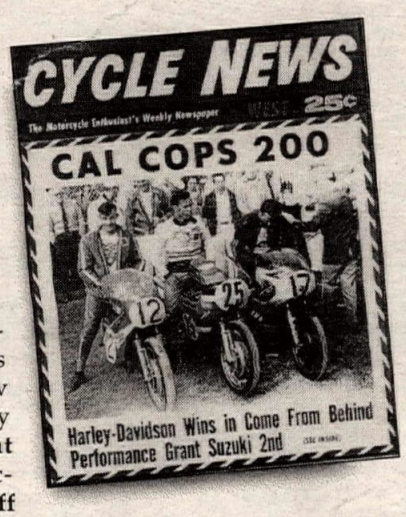
Bill would have wanted us all to continue with our own contributions to motorcycling, utilizing the strengths and abilities we can bring forward. Using Boyce for an example, we'll need to keep an upbeat attitude, and stop to help others as part of our busy lives. And we'll never really look toward retiring, but instead think of ways to stay active and involved during our twilight years. Sound easy? Heck, no, but Bill set those standards and lived his life by those standards.

"If there's an Indian or Harley in heaven, Bill has found it by now," said Pastor Lowell Martindale in his remarks at Bill's funeral service. "He's taking the final victory lap, and waving the checkered flag. Our friend, Bill Boyce, has finally gone home."

Rest well, good friend, Bill. We all loved you very much. CN

Looking Back

30 YEARS AGO... APRIL 1, 1969

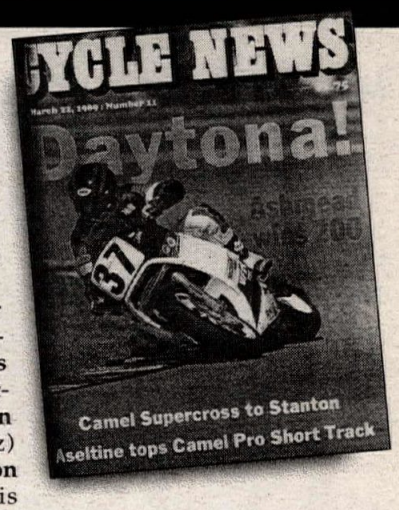


The 9500 fans who cashed in their rainchecks to watch the 1969 Daytona 200 were not disappointed, as **Cal Rayborn** (H-D) outrode and outlasted the competition to score his second win in a row aboard his factory KR750. **Ron Grant** (Suz) finished second, and **Mike Duff** (Yam) was third. **Yvon DuHamel** was expected to take the win, but his Yamaha holed a piston on lap 21, and he was ultimately credited with 42nd place... **John Penton** won the Alligator Enduro... California speedway fans got to watch **Steve Bast** (Eso) win every race that he entered, including the Trophy Dash and the A main event at the Whiteman Stadium opener in Pacoima... **Wayne Hosaka** was a two-class winner at the South Bay Speedway short track. Hosaka won the 250cc Expert class aboard his Kawasaki, and he also won the 100cc Expert class aboard a Hodaka.

20 YEARS AGO... MARCH 28, 1979

A "Hurricane" devastated the Houston Astrodome when the AMA Supercross Series headed to Texas after Daytona Bike Week '79. **Bob Hannah** (Yam) decimated the troops on both Friday and Saturday night. Hannah would leave Houston with a 58-point lead in the series standings. **Steve Wise** (Hon) and **Mike Bell** (Yam) finished second and third, respectively, on both nights... A big scare came from the Carter administration when it was announced that there was a movement afoot to close gas stations from Friday noon to Sunday midnight in an attempt to combat rising oil prices. The move could have destroyed motorcycle racing activity, and the industry was girding itself for war... We ran a feature story on the history of **BMW singles**, starting with the R25 of 1950... Believe it or not, our **Championship Enduro** series of stories continued, as we offered you insight as to what to expect when you reached a checkpoint.

10 YEARS AGO... MARCH 22, 1989



John Ashmead (Hon) pulled off an upset win in the Daytona 200, crossing the line aboard a 3-year-old privateer Honda Interceptor. **Jamie James** (Suz) finished second, with **Kevin Rentzell** (Suz) third... **Jeff Stanton** (Hon) scored his second straight Daytona Supercross win, finishing ahead of **Jeff Ward** (Kaw) and **Mike LaRocco** (Yam). **Damon Bradshaw** (Yam) topped **Mike Kiedrowski** (Hon) and **Denny Stephenson** (Yam) in the 125cc main event... **Steve Aseltine** (W-R) notched a thrilling victory in Daytona Short Track when he passed **Chris Carr** (H-D) off turn four and beat him to the checkered flag. **Scott Pearson** (Hon) was third. The race capped off his third straight main-event win at the stadium in as many evenings... **John Kocinski** (Yam) won the International Lightweight race for the AMA 250cc GP machines as well as the 600cc Supersport race at Daytona... **Joey Hopkins** (Kaw) overalled the Alligator Enduro. CN

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